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The Hongkong Telegraph.

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ANOTHER JAPANESE EARTHQUAKE.

Rather Severe Shocks at Osaka and Kobe.

NO DAMAGE REPORTED.

(Reuter's Service.)

Osaka, September 28.

There was a somewhat severe vertical earthquake here and at Kobe this morning at 5.55 o'clock.

The centre of the disturabance is believed to be in this neighbourhood. No damage was done.

Tokyo and Nagoya were not affected.

AMERICAN TRAIN DISASTER.

NEARLY A HUNDRED CASUALTIES.

Caspar, Wyoming, September 28.

Seventy passengers are believed to have been killed and twenty injured, owing to the Chicago-Burlington-Quincy passenger train last night plunging over a bridge near Lochette into Coal Creek, which was a swollen torrent owing to a sudden cloud-burst. The scend of the disaster being remote, it was hours before the news reachee the outside world. A sleeping-car passenger named McQuaid walked eight miles to find a telephone. He believes he is the only survivor of his sleeping-car.

The accident is officially attributed to the fact that the banks of the stream were undermined, consequently the bridge supports were weakened. The locomotive and five coaches fell over the bridge, whilst the sleeping-car and an ordinary coach remained standing on end above the water. The smoking carriage, baggage and mail vans are under water. The stream is so high that rescuers will be powerless until daylight.

Casper, September 28.

The death roll is now likely not to exceed forty. Eight occupants were rescued from a submerged car by means of a suspended rope, along which they climbed to safety. One carried a baby. Many who crawled from the coaches after the disaster clung to the roofs, but eventually they dropped exhausted into the swirling waters. An inspector examined the bridge half an hour before the disaster, and it appeared sound.

QUESTION OF LEAGUE'S COMPETENCE.

COMMISSION OF JURISTS TO DECIDE.

Geneva, September 28.

Arising out of the recent Italo-Greek conflict, Viscount Ishii at the League Council meeting announced the decision to refer the question of the Council's competence to deal with disputes between members of the League insoluble by friendly means to a commssion of jurists. Mr. Branting, amid prolonged cheers, expressed his preference for the Court of International Justice. Lord Robert Cecil was similarly applauded when he urged the necessity for immediately deciding the questions at issue. Dr. Nansen supported Mr. Branting. Each member of the Council is entitled to nominate jurists for the commission, which will report at the December meeting.

Viscount Ishii's statement was listened to in profound silence. Lord Robert Cecil cited the case of an Englishman murdered in Japan in the Sixties, when Britain ordered the bombardment of Kagoshima because the Japanese were unable to discover the murderer. He thought no one would defend such as a diplomatic action. The important question was whether the acceptance of a Covenant proclamation made any difference as regards the legitimacy of that practice, as between the League members. He considered the conclusion reached by the Council reasonable. Profession Gilbert Murray, alluding to the Ambassadors' Council decision to award Italy the full indemnity, said he hoped the League did not bear the responsibility for that decision.

OUR FAR EASTERN DEFENCE.

IMPERIAL CONFERENCE PRONOUNCEMENT URGED.

London, September 28.

In an article in the *Nineteenth Century* on the Imperial Conference and the Pacific, Mr. Geoffrey Drage suggests that in connection with the question of Imperial policy involved in the British relations with Japan, there should be the appointment of a special sub-committee of the Imperial Defence Committee, on which the Dominions and Dependencies immediately concerned should be represented, and the Far Eastern fleet should be directed by a flag officer of high rank located at Singapore assisted by a strong staff. The Imperial Conference must recognise that the expansion of Japan in some direction is inevitable, and lay down a well-defined Imperial policy. For example Japan must be clearly informed how the British Empire will regard the permeation or annexation of the Philippines or Dutch Indies by the Japanese. It is believed in the United States that the British Navy would be used to defend the Philippines. Some quarters in Canada and Australia believe the American Navy would be used to defend them against Japan. This is one of the causes of apathy with regard to local naval forces. Unless an authoritative pronouncement be forthcoming on this question, the Imperial Conference will fail in its duty.

MR. LLOYD GEORGE'S TOUR.

BELATED MESSAGE TO DOMINIONS.

London, September 28.

Entertained to luncheon by the American Society at the Savoy Hotel on the eve of his departure for Canada and the United States, Mr. Lloyd George said he was not going as a missionary nor as a bootlegger, but to see as much of Canada and the United States as he could in a month. He was anxious to go to the great Dominions and tell them how grateful we felt for the way they rallied to the flag in wartime and helped us out of the most critical moments in the history of the Empire.

FRENCH NAVY IN THE EAST.

SQUADRON TO BE STRENGTHENED.

Peking, September 28.

A message from Paris says the Far Eastern Naval Division, which for the past year has been under Frigate Capitaine Esteve, will henceforth be placed under Aimiral Frochet, who left Toulon yesterday abord the cruiser Jules Ferry. The Montcaim and other units from France are shortly very strongly reinforcing the Squadron.

Admiral Frochet is specially entrusted with protecting French nationals' interests in accord with the Minister, to both of whom the [illegible] freedom of action is granted.

RECONSTRUCTION IN JAPAN.

PROVISIONS FOR EXTENDED MORATORIUM.

(Reuter's Service.)

Osaka, September 28.

While the extraordinary ordinance anent the rediscounting of bills by the Bank of Japan has not yet been published, the *Asahi* learns that the Government's guarantee to the Bank after the moratorium period will extend to a hundred million yen. Bills discountable include those payable within the devastated areas or drawn on business men whose premises are situated in those areas, those discounted by bankers not later than September 1st, those drawn on the security of the bills first mentioned or negotiated or discounted not later than September 1st against a deposit of all loans, and those drawn on renewal of bills discounted not later than September 1st. It is expected that the ordinance will remain in force until March 31st, 1924.

Tokyo, September 28.

The Capital Reconstruction Board regulations regarding [illegible] relieves the Cabinet, which on September 1st shouldered the tremendous burden of the catastrophe as well as national and international affairs.

BETTER NEWS FROM GERMANY.

BAVARIAN MOVEMENT QUELLED.

Berlin, September 28.

The situation is brighter all over the country, and the prospects of an outbreak as the result of the abandonment of passive resistance are disappearing. Herr Stresemann's action is undoubtedly supported by the majority of the people. It is hoped in Berlin that the Bavarian Government's emergency decrees will shortly be cancelled. Now that the Hitler danger in Bavaria has been averted, such cancellation would dispose of the problem of the exercise of authority and the air would be cleared in Bavaria, where Hitler's prestige [illegible] severely shaken owing to his failure to hold his advertised [illegible] meetings last night, while on the contrary Von Kahr [illegible] raised his strength. Hitler has ordered his followers to return to their homes until notified, and there is no reason now to apprehend in the least a successful movement against the Government of Bavaria, which is backed by the patriotic associations being opposed to separation from the Reich, even though the associations are profoundly distrustful of Herr Stresemann's policy.

SCHNEIDER CUP CONTEST.

AMERICANS GAIN FIRST TWO PLACES.

London, September 28.

Two American, one British and three French seaplanes survived yesterday's seaworthy tests at Cowes, but only one Frenchman joined the others at the start to-day in the competition for the Schneider Cup. General Brancker, who was the judge, disqualified the Britisher, Captain Biard, last year's winner in the Supermarine Sea Lion III, for not taxi-ing over the starting line. America won the contest in 72 minutes, 26.4 5 seconds.

Later.

The Schneider Cup winner was Lieutenant Rittenhouse, of the United States Navy, flying a Curtiss navy racer, at a speed of over 177 miles per hour. Second came Lieutenant Irvine, of the United States Navy, on a Curtiss, who occupied 74 minutes 5 1/5 seconds. Third came Captain Biard, whose disqualification was removed, in 81 minutes 46 seconds. The solitary French starter alighted off Selsey Bill and a lifeboat rescued the pilot. The seaplane was recovered.

ESSENTIALS OF REPARATIONS.

THE FRENCH STANDPOINT MAINTAINED.

Paris, September 28.

Germany has issued an ordinance rescinding the five Governmental orders made on the occasion of the Ruhr occupation. It is intimated in Paris official quarters that it should be well understood that no agreement will be concluded between the French representatives and the German authorities until Herr Stresemann revokes all the contentious orders; furthermore the occupied territories must revert to their normal regime and resume completely and permanently the work of supplying deliveries in kind, according to the estimates of the Reparations Commission. It is emphasised that M. Poincare always made the resumption of negotiations dependent on these precise and essential conditions.

THE CORFU INCIDENT EXPLAINED.

A HITCH IN THE INDEMNITY PAYMENT.

Athens, September 28.

It has transpired that the Italian fleet's return to Corfu was due to the fact that the fifty million lire deposited in a Swiss bank were at the disposal of the Hague Tribunal and the bank had refused to transfer the money to Rome without the authority of the Greek National Bank, which authority was duly given yesterday evening.

STOCK EXCHANGE FIRM LIQUIDATES.

New York, September 28.

The Stock Exchange firm of Messrs Robert P. Marshall and Company has announced that a receiver is being appointed. The firm's liabilities are given as two million dollars, and the assets two million three hundred and forty thousand dollars.

AMERICAN PROFESSIONAL GOLF TOURNEY.

New York, September 28.

In the semi-final of the American Professional Golf tournament, Hazen defeated McLean by 12 and 11; and Sarazen beat Cruikshank, 7 and 5.

THOSE BULGARIAN COMMUNISTS.

Sofia, September 28.

Troops surrounded the last Communist strongholds at Ferdinandovo this morning and arrested all the Communists.

TURKEY A REPUBLIC?

Vienna, September 28.

It is rumoured that a Republic has been proclaimed in Turkey.

(Other Telegrams on Page 8.)

MORE ARMS.

Extensive Seizures Made.

ON TWO AMERICAN LINERS.

Further indications of the extensive smuggling of arms into the Colony are provided by a number of large seizures made within the last few days. By far the largest haul was made on the President McKinley and an order was made to-day by the Magistrate for the confiscation of:

8	Mausers.
13	Luger pistols.
20	Spanish revolvers.
3,740	Mauser ammunition rounds.
2,464	Luger ammunition rounds.
2,800	Smith and Wesson cartridges.
17	Luger magazines (long).
5	Luger magazines (short).
19	Mauser clips.
18	Luger loading machines.
6	Leger stocks.
6	Pieces spare parts.

Another lot, comprising six double-barrelled shot-guns and 13 revolvers and pistols of different makes, was seized by Sergeant Carey on the samo steamer in an extensive search carried out on the night of the 23rd September as the vessel was lying alongside the wharf. Confident that there were more arms than those found in the possession of two Chinese members of the crew (now in custody), the Water Police searched every part of the liner in the evening and made the discoveries enumerated above.

The arrival of the President Wilson was the occasion for another search and from different parts of the vessel were unearthed 158 Mausers and 26,700 rounds of ammunition. No arrests were made, but an application will be made for the confiscation of these arms in due course.

Last night Sergeant Mist visited two sampans lying at their moorings in Wanchai Bay and took from the holds, where they were carefully secreted, 26 revolvers and 26,700 rounds of ammunition. In consequence, two sampan men and two sampan women are being held in custody. It is believed that these arms comprised part of a consignment which smugglers succeeded in transferring from some incoming liner.

LAST NIGHT'S FIRE.

BLAZE AT HAPPY VALLEY.

Five matsheds tenanted by contractors' coolies engaged on the new road above Wong Nei Chung, were destroyed in a fire which occurred at 8 o'clock last night.

The conflagration suddenly broke out, and the Brigade arrived after the whole group of matsheds was well alight. Viewed from the Valley which was well lighted up by the glare, the blaze resembled a huge bonfire. Two engines from the Wanchai Station and another from Headquarters set to work to prevent the fire from spreading to a larger area. It was three hours before the Brigade's work was done.

The loss to the contractor resulting from the destruction of the matsheds has been estimated at $1,600.

COLONY'S FINANCES.

BALANCE AGAIN INCREASED.

The *Gazette* contains a statement of the Colony's revenue and expenditure for the first six months of the year, which shows that the credit balance has increased from $14,866,815 at the end of May to $15,367,011.

The total revenue for the six months was $12,585,847, as against $11,512,230 for the same period last year.

The total expenditure for the period was $9,877,478, as compared with $8,278,026 for the first six months of 1922.

NEW HONGKONG BANK.

HON. DR. LIM BOON KENG TO ATTEND OPENING.

The Ho Hong Bank, Ltd., will be opened on Monday October 1st., in the Astor House Building, at No. 13, Queen's Road, Central. In the morning of the opening day, the members of the local Board and the officers of the Bank will give a reception to the bankers, business men and prominent residents of the Colony. The Hon. Dr. Lim Boon Keng, who is one of the Directors of the Bank, will also be present at the reception, representing the Board of Directors of the Head Office in Singapore.

AQUATIC FESTIVAL.

LAST NIGHT'S SWIMMING.

A large number of interested spectators, including H.E. the Governor and the Commodore and Mrs. Grace, watched the aquatic events last night at the V.R.C. A. F. May was an easy winner in the 220 yards championship of the Colony, beating the second man, F. A. Brodie, by nearly seven seconds. The 100 yards championship open to the Services was a disappointment. Only two men faced the starter, Gunner McDade and Lance-Cpl. Wood, the former gaining an easy victory. The long plunge went to S. H. Garrod, with a distance of 59. feet 3 ins.

The results were:—

Four lengths handicap (members): 1, H. Duncan; 2, A. A. R. Botelho.

Long plunge (Open to the Colony): 1, S. H. Garrod, distance 59.3 inches; 2, J. R. Soares, 52.4 inches.

220 yards championship of the Colony: 1, A. F. May, time 2.44 2/5 secs.; 2, F. A. Brodie, 2.51 1/5 secs.

Two lengths handicap (Open to Army and Navy): 1, Wood, time 30 2/5 secs.; 2, Pickett, 35 1/5 secs.

Four lengths handicap (ladies): 1, Miss M. Blundson, time 1.24 secs.; 2, Miss R. Kitchell, 1.43 1/5 secs.

Two lengths team race: 1, L. A. Noronha, J. A. S. Kent, G. U. Roza, H. Duncan, C. McKenzie and R. da Rocha.

100 yards championship (Open to H.M.S. Army and Navy): 1, Gunner McDade, time 66 3/5 secs.; 2 L. C. Wood, 76 secs.

100 yards championship (boys): 1, Wm. Tillery, time 1.19 2/5 secs.; 2, E. Zimmern, 1.20 1/5 secs.

CORRESPONDENCE.

[To the Editor of the Hongkong Telegraph.]

The Customs Guild Fine.

Sir,—The local powers-that-be, having decided that the Customs Broker's Guild in Canton have defrauded the Customs revenue of "several hundred thousand dollars per year" in the past, have found another scheme for raising the wind, by fining the said Guild $100,000.

Our local daily ray of sunshine the *Canton Daily News*, commenting on same under the caption, "A case of corrupt practice", (which I presume refers to some practice of the Guild), says, "particularly at this time the Government can ill afford to wink at so much leakage."

Now, as I understand that the Customs revenue is remitted to Peking, I presume that it is the Peking Government that is winking, and the obvious policy would seem to be to let them wink, as it would at least mean less money for the "enemy." It must also be taken into consideration that their alleged winking policy, besides costing them "several hundred thousand dollars per year," has also enabled the local authorities to find a new device for obtaining revenue with which to carry on the present glorious regime which the Cantonese residents are so thoroughly enjoying and so enthusiastically supporting.

Yours etc.,

TIDDLEY WINKS.

Canton, Sept. 27th, 1923.

"WINDOWS."

LAST NIGHT'S BIG SUCCESS.

These was another large audience at the Theatre Royal last night, when the Forbes Russell Comedy Company presented John Galsworthy's classic, "Windows." This problem play calls for very clever acting if it is to be at all convincing, and the best tribute that can be paid to the Company is to say that they presented it in such manner as to make it a most arresting study. "Windows" bristles with difficulties, which, if not overcome, would result in a very flat and uninteresting production. There is much intellectual raillery in the dialogue, and some of the epigrammatic sayings are extremely smart. The theme is none too savoury in parts, but the play is a page from the book of life, and it has the merit that after it is over there is much food for thought left.

The whole of the cast, with the possible exception of Mr. Guy Buckley as the young poet, handled their parts with much force. Mr. Buckley was extremely good in parts, but somehow he hardly managed to hit off the character as we conceive it. In the role of Faith Bly, the pathetic little figure whose goodness was killed by two years in prison, Miss Niqua Lewis gave a fine study. This is a part which calls for real acting and much restraint; it is so unlike any of the other roles in which we have seen this clever little actress. Her work throughout was splendid. We must also pay a tribute to Miss Enid Sass for a fine portrayal of a woman with a markedly conventional outlook, and also to Mr. Frederick Burtwell as the philosophising window-cleaner; he was a great success. The other characters were also most capably presented, and the production can be written down as a big success.

To-night the favourite, "Peg o' My Heart" is to be staged, with Miss Lewis in the title role.

HEART TO BE PIERCED.

Mr. John H. Topham, of Morley Hall, Derby, who left £37,630, directed that before his body was put into the coffin "my doctor shall piece my heart through to my back in order to prevent the possibility of my being buried alive."

TO-DAY.

Closing Exchange 2s. 3 5/16d
High Tide 11.23 p.m. Low Water 5.32 p.m.
Lighting Up-Time 6.14 p.m.

News in To-Day's New Advertisements.

The Forbes-Russell Company are playing "Peg O' My Heart" at The Theatre Royal to-night.—Page 4.

For week-end cinema attractions refer to Pages 4 and 14.

For Sale privately. Settee and two chairs.—Page 4.

The famous waters of Contrexeville are on sale at the French Store.—Page 7.

Whiteaway's have received a shipment of the latest new seasons goods.—Page 4.

Attractive new Autumn Gowns have been received by Madelaine Pearson.—Page 8.

LISTEN.

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If you are contemplating the purchase of a new car you will find facts about the leading styles and makes in the "Motor Supplement."

Alex. Ross and Co., Ltd. quote latest prices for Ford products in "Motor Supplement."

Instructions for competitors in to-morrow's trials appear in the "Motor Supplement."

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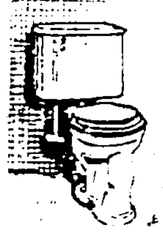

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HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL MEETING.

The annual meeting of Hongkong St. Andrew's Society was held in the City Hall last evening. The retiring President (Hon. Mr. A. G. Stephen) occupied the chair and was supported by Mr. R. Sutherland, Mr. A. K. Henderson, Mr. J. Reid, Mr. W. Nicholson, Hon. Mr. A. O. Lang, Mr. J. W. C. Bonnar, Mr. D. K. Blair (Hon. Secretary) and Mr. J. W. R. McPhail (Hon. Treasurer). There was a large attendance of members, who thoroughly enjoyed a few selections on the bagpipes prior to the commencement of the business.

Proposing the adoption of the report and accounts the Hon. Mr. A. G. Stephen said the Society was in a very healthy condition. Seventy-three new members had joined during the year. The Society did a lot of good and he wanted every Scotsman in the Colony to belong to it. Proceeding, the President said the losses by death were not so formidable as during the previous year, but they included two very old friends of his, Mr. Donald MacDonald, a very old resident of the Colony, who, after two years of well-earned retirement at Home, had joined the great majority, and Capt. A. Sommerville, of Butterfield and Swire, who was a very bold and prudent navigator and was held in the highest esteem by his employers and by all who had sailed under him. The Society had also lost by death Messrs. A. B. L. Gordon, J. Stout, A. Andrews, W. McLeod, T. W. Robertson, formerly of the Hongkong and Kowloon Wharf and Godown Company, and J. D. Logan.

Referring to last year's activities, Mr. Stephen said the annual ball was as successful as these events generally were and he hoped the Government would take notice of what he said on that occasion,—that it was high time they had a new City Hall. (Hear, hear). The Burns Night dinner was a most enjoyable affair thanks to two very scholarly speeches by the Rev. J. Kirk Maconachie and Mr. B. Wylie and to the delightful singing of a number of old Scots songs.

The Scottish Company.

"There is one thing I should like to mention," the President said, "and I hope you will take my remarks very seriously, and that is the present state of the Scottish Company of the Hongkong Volunteer Defence Corps. I am told its strength has been barely maintained. Now that should not be so. The martial spirit of Scotsmen is as strong to-day as ever it was, and during the war I think that when the combing out came the Scotsmen yielded the smallest harvest of the lot, because nearly everybody had gone. But apart from keeping them fit and being used for the defence of the Colony, every Scotsman should consider it a privilege to wear the Gordon colours. I hope the Company will soon reach its full strength of 150 men, and I look to every young Scotsman to roll up during the coming season and don the tartan." (Applause).

In conclusion the President said the past year had been a very memorable year for him and he should look back upon it as long as he lived. He had had the privilege of making many new acquaintances among Scotsmen and he thanked one and all for the support they had given him.

Mr. D. Gow seconded the motion for the adoption of the report and accounts, which was unanimously carried.

The New President.

In submitting the name of Mr. R. Sutherland for the position of President, Mr. Stephen said Mr. Sutherland had been Vice-President on two occasions and was largely instrumental in making arrangements for the Heather Day, which had such splendid results. "At the last annual meeting," Mr. Stephen remarked, "it was suggested that the President should appear in kilts at the annual ball. Mr. Sutherland has this disadvantage over me that he is a Highlander, whilst I am glad to say I am a Lowlander (Laughter and Applause). Anyway we will put it on record that when Mr. Sutherland appears as President at the annual ball he must be in kilts" (Laughter).

Hon. Mr. Lang seconded the resolution, which was carried with acclamation.

For the position of Vice-President, Mr. Stephen proposed Mr. J. Reid. "Mr. Reid, like myself, has the advantage of being a Lowlander, and I think the President and Vice-President will make a very nice couple" Mr. Stephen remarked.

The motion was seconded by Mr. Sutherland and carried with unanimity.

"Carried by a large majority," announced the Chairman amid laughter after putting to the meeting the proposal moved by himself and seconded by Mr. George Hogg that Mr. D. K. Blair be re-elected Hon. Secretary.

As Mr. J. W. R. McPhail will be proceeding on leave during the year he was unable to accept again the position of Hon. Treasurer, which duty he has performed very efficiently and, as Mr. Stephen said, with the least possible friction. Mr. Nicoll was elected to the office, on the proposition of the Chairman seconded by Mr. J. B. Ross.

The following were elected on the Committee, the proposition being made by the Chairman and seconded by Mr. T. Petrie: Mr. A. K. Henderson, Dr. C. Forsyth, Mr. W. Nicholson, Mr. Geo. Hogg and Mr. J. B. Ross.

Thanks.

Mr. Stephen having vacated the chair in favour of Mr. Sutherland, the latter expressed his appreciation of the great honour conferred upon him by the meeting. Mr. Sutherland said he had been associated with St. Andrew's Society in the Far East for a good number of years and it had never occurred to him that he would fill the position he was going to hold this year. The work had always been a pleasure and had been the means of making many life-long friends. "I have served, I think, on Committees under 25 Presidents, so I have some good examples before me to follow," Mr. Sutherland added.

Mr. Reid returned thanks for his election as Vice-President and promised to do all he could in the interests of the Society.

It was decided on the proposition of Mr. Sutherland, seconded by Mr. A. K. Henderson, to hold the usual celebration—a Ball—on the 30th November.

The meeting concluded with a hearty vote of thanks to Mr. Stephen for his services during the past year, moved by the new President.

WIRELESS APPARATUS.

"Owing to the serious competition which exists between home-made and officially manufactured wireless receiving sets the trade is agitating for an alteration of the system of taxation. It is proposed that, apart from special regulations for experimenters there should be only one kind of licence for all owners of receiving sets whether home-constructed or not, and that the revenue for broadcasting should be raised, not by adding a royalty to the purchase price of the apparatus, but by a licence fee or other form of separate annual payment.

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C.S.C.C. ANNUAL MEETING.

The Subscription Question.

The annual meeting of the Civil Service Cricket Club was held last evening at the Club House, Mr. J. R. Wood presiding.

In moving the adoption of the report and the accounts the chairman commented on the affairs of the past year and remarked that a membership of 244 was satisfactory. The accounts would show members that this had not been such a successful year as was the previous year but that would be explained to them later. He commented on the death of Mr. Lloyd and on the honour which had been done to their president, Sir C Severn.

On the past year's working the Club was down about $200.

The report and accounts were adopted.

Mr. Haskett, the hon. treasurer, moved an alteration to Rule 7 whereby the annual subscription should be raised to $15 from $10. He pointed out that the Club was not in a strong financial position and also remarked on the fact that if the Club remained where it was they would have to spend a lot of money on enlargement of premises. If they moved elsewhere they would still have to spend money on a club house and the fact remained that at present they had not got the money.

Mr. Tacchi seconded the motion and remarked that the C.S.C.C. was the cheapest club of its kind in the Colony and on that ground alone the subscription should be raised. (hear hear)

Mr. Grimmet moved an amendment whereby the subscription should be raised to $20 and this was seconded.

The hon. sec. Mr. Colin Sara, supported the amendment and said that so far back as 1908 it was voted that the subscription be raised to $15 but it was not carried. If it was thought that the subscription should be $15 in '08 then it was time it was raised in 1923 when the general cost of living was about 100% more than it was in 1908. The subscription of the Hongkong Club was certainly more than their's and the Kowloon amount was $24.

Mr. Brown spoke against both motions and said he thought that raising the amount at all would result in a reduction in the number of members.

Hollidge also spoke against raising the subscription and said if they raised money it should be for the benefit of the present members and not for some mythical club house which might not materialise.

The amendment was negatived on a vote being taken and the proposal that the subscription be $15 was carried by 35 votes to 12.

On the proposal of Mr. Vergette Mr. Lamble and Mr. R. Witchell who have been members of the club since its formation and who helped to found it were made life members.

Mr. Lamble who was present replied and thanked the members for the honour they had done him.

The following officers were then elected.

Hon. Sec. Mr. Colin Sara: Hon. Treas. Mr. Haskett: Steward, Mr. Taylor: Captain 1st XI, Mr. A. E. Wood: Vice-Capt. Mr. G. R. Sayer: Capt. A. team, Mr. Sara: Cricket representative, Mr. F. Ling Kok: Green Ranger, Mr. F. Allan. Bowls representative, Mr. S Alderman: Tennis representative, Mr. Bullock: Greenranger, Mr. F. Allan.

Committee: Messrs Lamble, Grimmett, Edmonds, Vergette, Tacchi, Deakin, and Holdman.

At the "any other business" part of the agenda Mr. Deakin and Mr. Massey drew attention to the state of the bowling green. The latter said that when a team like Shanghai came to play them and the paper said next day "Shanghai played at the Civil Service green yesterday.

Tea

Some day, somebody will offer you a cup of Brooke Bond tea from the vacuum tin. Then you'll taste the difference.

Yet why wait?

Order for yourself to-day. It is packed in the vacuum tin to keep out the tea-destructive climate of the East.

Brooke Bond tea gives you better value for your money than ordinary tea and costs no more.

Red Label—Best quality.

Brooke Bond India Ltd.
P.O. Box 167 Calcutta, India.
Hong Kong Agents: Arnhold Karberg & Co., Hong Kong.

FORGOTTEN D.S.O.'S.

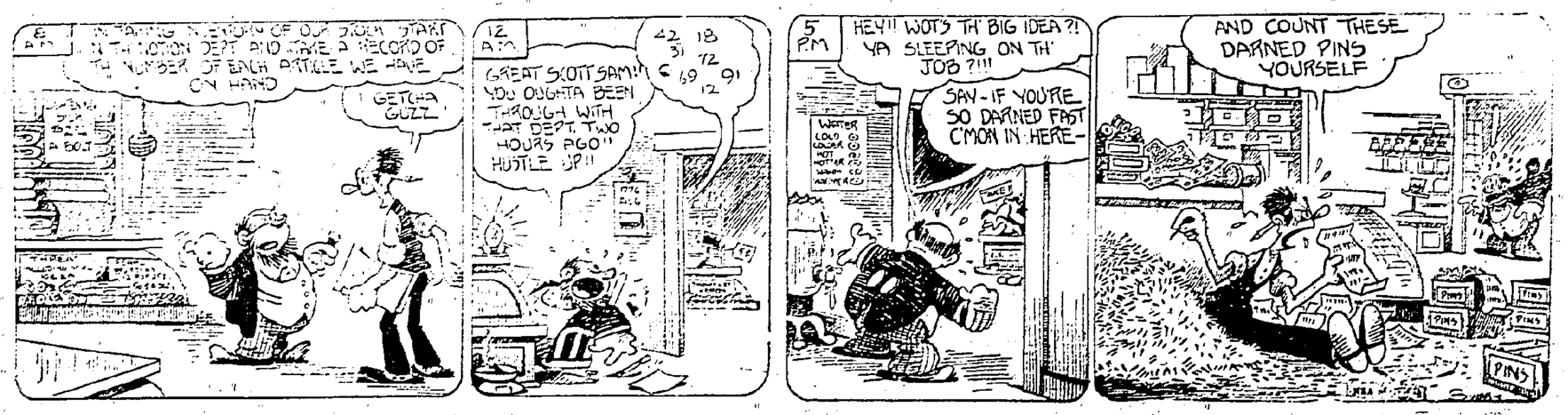
It is pointed out by the War Office that hundreds of thousands of medals of all kinds are still lying unclaimed. Among these are Military Medals, Military Crosses, Distinguished Conduct Medals, and even some D.S.O.'s. "It is truly amazing" says an official "that officers who have won so high a decoration as the D.S.O. should not even trouble to claim it.

Caruso, Elman, Kreisler Melba, Gluck, Geraldine Farrar, etc. only on
VICTOR RECORDS
MOUTRIES—Exclusive Distributors.

"God save the mark!" it was time something was done. (laughter)

A proposal by Mr. Taylor that the Club, with the money at the bank, should buy and install a billiard table at the club house caused a good deal of discussion but on being put to the vote was negatived.

SALESMAN SAM — Sam Is Stuck — BY SWAN



UNDERWOOD TYPEWRITERS
PRICE H.K. $112.50 NET.

PORTABLE MODEL
Sole Agents
DODWELL & CO., LTD.
Queen's Bldgs. Phone. C. 1030

SOCIETY OF ST. VINCENT DE PAUL

(Founded in Hongkong 1863)

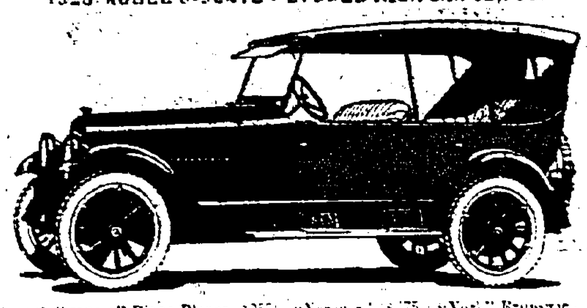
60th ANNIVERSARY GRAND CHARITY DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.

50 VALUABLE PRIZES,

including

1923 MODEL 5-SEATER STUDEBAKER CAR $2,700.



"Gilbarco" Piano-Player ($350), "Nemour" ($175), "York" Brunswick Phonograph ($400), "Singer" Electric Sewing Machine ($250), "Gramophone" Radio Set ($225), and 4 other prizes.

Tickets are now on sale at various clubs, etc. They may also be obtained at the Hongkong Hotel Garage.

Prizes to be drawn [illegible] on night of the "A' Fresco" Fete, 21st December, 1923.

F. H. BARNES, President.
SIMON TSE YAN, Vice-President.
J. P. SHEEHY, Treasurer.

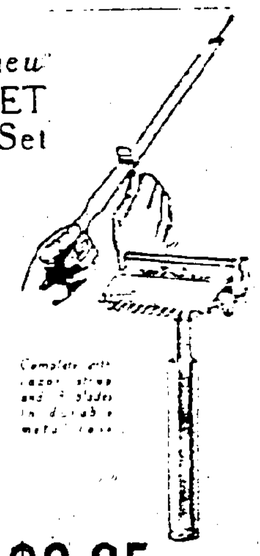
E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS & HARDWARE MERCHANTS.

PHONE CENTRAL No. 1110. 25, WING WOO ST. Central.

Announcing the new

MODEL "C" VALET AutoStrop Razor Set



All the practical features of the well known Model "B" Valet AutoStrop Razor are embodied in the new model, called Model "C," but with a cheaper construction and less expensive finish. This new model brings the comfort of a "Valet" shave within the reach of all. Manufactured in England and to be obtained of all high class dealers.

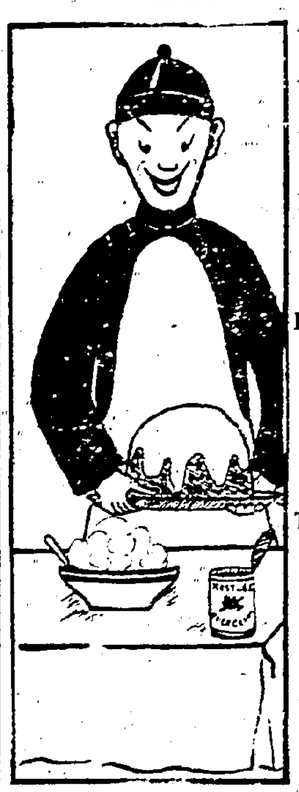
Complete with razor, strop and 5 blades in durable metal case.

"VALET" AutoStrop Safety Razor $2.95

WHOLESALE DISTRIBUTORS

W. R. LOXLEY & CO. HONG KONG

NESTLE'S THICK CREAM



Puts the——

FINISHING TOUCH

to

Puddings & Stewed Fruit.

It makes

Delicious Ice cream

and

Sauces.

Three sizes of tins are sold: 11 oz. 5½ oz. 4 oz.

Ask the **Nestle & Anglo-Swiss Condensed Milk Company.**

11, Queen's Road Central,

to send you a copy of the **"Cream Confections"** a recipe book giving directions for making 77 tempting dishes.

EARLIER TELEGRAMS.

TWO DICTATORS!

As briefly indicated yesterday Germany has the unique distinction of having two Dictators, an Imperial in the shape of Dr. Gessler, minister of Defence and a Bavarian in the shape of Von Kahr. Whether they are rivals or complementary to each other events will show as the despatches from Berlin and Munich are not clear on the subject. Opinion in diplomatic circles in London as regards the action of the Reich is that it is a precaution against reactionary revolution rather than against the Communists. The danger to the Reich of combination of Bavaria's rival reactionaries, dominated respectively by von Kahr and Hitler, has been averted for the time being by von Kahr's pronouncements and acts against the Hitlerites whose state of socialism he strongly opposes.

The position, however, is accentuated by the thorniness of Bavaria's relation to Imperial politics.

Berliners are already scared by stories of Bavarian troops approaching the Capital, which the newspapers solemnly deny.

The Imperial appointment of Gessler, with power to delegate his authority to the generals, took the wind out of the sails of von Kahr who is a civilian. Gessler immediately appointed General von Lossow, commander of the Bavarian Reichswehr, as Military Commissioner of Bavaria, thus subordinating von Kahr to von Lossow.

The crisis is reacting in the Central German socialist states, for instance in Thuringia where the communists who overthrew the socialist government have assured the latter of their support against a common enemy.

THE BRITISH EMPIRE.

London, Sept. 28.

Premier Massey has arrived in England to attend the Imperial Conference having travelled via the United States where he visited President Coolidge. Through Reuter at Southampton he declared that Britain's only hope of finding new markets to replace the European lay in the overseas countries of the Empire. Similarly Britain was the best market for the Dominions. New Zealand in recent years had greatly increased the number of commodities on which preference was given to Britain. New Zealand was prepared to go farther but must move with the British Government. "We realise," he said, "the truth of 'united we stand divided we fall' and we hope that when the Dominion representatives return they will be able to report that the Empire is securely united." Mr. Massey favoured an official interpretation of the constitutional position to be used when difficulties occurred. He declared that the British Empire to-day is more necessary than ever to the welfare and peace of the world. The New Zealand naval force was only a nucleus of the intended protection of trade routes and he entirely approved of the Singapore base. He believed it to be necessary in the interests of Australasia.

JAPAN'S FINANCIAL POSITION.

London, Sept. 28.

There is much satisfaction in the London market at the news that the money required to pay the maturing coupons of Yokohama and Nagoya gold bonds has been received through normal channels and not by draft upon the Japanese Government balances.

The *Times*, in a leader extolling Japan's financial stability, enumerates the large reserves held abroad and pays a tribute to its management of monetary matters as being in accordance with the best orthodox policies of European nations. It declares that whatever Japan's ultimate requirements she will have no difficulty in raising the sums required.

THE CHURCH IN CHINA.

London, Sept. 28.

The partial failure of the Church in the Far East was suggested by Miss Ward, the travelling secretary of the Society for the Propagation of the Gospel, when addressing the Church Congress at Plymouth. She stated that as a result of Western civilisation mothers in Bombay had been seen drugging babies with opium to quiet them while the mothers work in factories. Children under ten in China work seven to ten hour shifts weekly. Miss Ward urged striking out on a new line of missionary endeavour.

THE RUHR OCCUPATION.

Berlin, Sept. 28.

The Minister of the Occupied Territory has issued a manifesto to the population of the Ruhr ordering resumption of work. A Munich message says the situation hitherto is very calm. Crowds assembled at meetings learned of the interdiction and dispersed quietly.

WELSH TIN PLATE INDUSTRY.

London, Sept. 28.

One British industry which is not suffering from the slump is the Welsh tin plate industry. It is working at full capacity and is shortly erecting ten new mills. Substantial orders continue to arrive from Japan in connection with reconstruction.

THE BANQUE INDUSTRIELLE.

Paris, Sept. 28.

The final stage in the Banque Industrielle proceedings has been marked in the Court of Commercial Jurisprudence which has delivered a judgment confirming the compromise settlement of the affairs of the Banque as voted by its creditors.

JAPAN'S SCIENCE LIBRARY.

Geneva, Sept. 28.

In the League Assembly Mr. Adatci expressed acknowledgments of international assistance promised for the reconstruction of the library scientific collections in Japan.

LEAGUE OF NATIONS RECRUIT.

Geneva, Sept. 28.

The Assembly of the League has unanimously voted in favour of the admission of Abyssinia to membership of the League.

INTERNATIONAL POLO.

Westbury, Sept. 28.

In the Waterbury Cup match, Meadowbrook defeated the British Army polo team by ten goals to nine, after playing an extra.

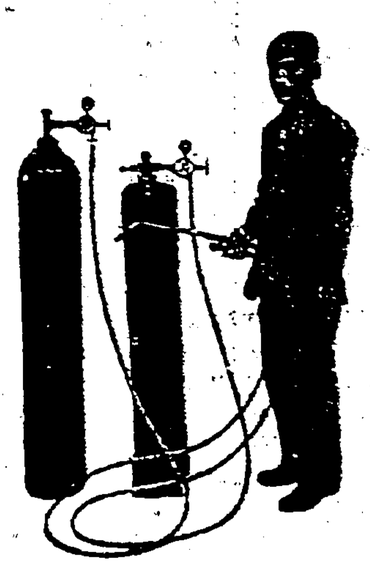
EARTHQUAKES IN PERSIA.

Teheran, Sept. 28.

Several earthquake shocks were experienced at Kerman to-day and much damage is reported to have been done.

S. O. A. E. O.

THE FAR EAST OXYGEN & ACETYLENE COMPANY, LIMITED



Dealers and Manufaturers of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxygen.

Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voeux Road, Central.

2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinks of Motor Cycle acetylene tanks

SATURDAY 29th.

LAST DAY OF STOCK TAKING SALE

DANCE RECORDS

HALF PRICE

GRAFONOLAS

20% DISCOUNT

(OPEN TILL 6 p.m.)

The Anderson Music Co., Ltd.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C.1993. 119 Jervois Street.

22 YEARS AGO.

ITEMS FROM THE "TELEGRAPH" FILES.

Sept. 21, 1901. The Tsar witnessed a grand sham fight at Rheims.

Messrs. Bailey and Murphy contradict the rumour that they are putting their business on the local market as a limited liability company.

Burglaries said to be on the increase and Hongkong rickshaw coolies described as a mob of unhung pirates.

Cochrane Street Collapse Enquiry proceeding.

Common politeness said to be an unknown quantity to the average Hongkong-bred youth.

Hongkong roads condemned particularly the banks and braes of bonnie Queens Road.

Mr. Siebs congratulated by Hongkong General Chamber of Commerce on the occurrence of his silver wedding.

Colonal Collard, D. A. A. G., complains of the difficulty in obtaining coolie hire for the transport of big guns.

* * *

Sept. 23, 1901. News reaches the Colony of the death at Yokohama of Mr. J. J. Francis, K. C.

German Emperor decorates Prince Chien with the Red Eagle.

Hongkong painters go out on strike.

Sept. 24, 1901. China Sugars rise to $46. Local refineries work night and day turning out cargo for Japan before new duty is levied.

Publican's licence granted to Mr. J. Lacock, Bay View Hotel.

Special news item. Messrs. H. Price & Co. appointed sole agents for Martell & Co's Brandy.

* * *

Sept. 25, 1901.—Magistrate gives decision in Cochrane Street Collapse Enquiry. Jerry building alleged and recommended that the present staff of the Public Works Department is insufficient and ought to be increased without delay.

Mr. Whitehead writes to the Governor advocating the appointment of a thoroughly experienced officer to fill the office of Director of Public Works.

* * *

Sept. 26, 1901. Reuter says Russia wants more money: a cable will be laid from California to the Phillippines: Czolgorz, the murderer of President McKinley has been found guilty and more Boer laagers captured.

* * *

Sept. 27, 1901. Governor announces his intention of appointing a Commission to report upon the Staff and the working of the Public Works Department.

Mr. W. B. Dixon, the new Manager of the Hongkong and Whampoa Dock Co., arrived here this morning.

1,000th aniversary of the death of King Alfred.

Royal Welsh Fusileers use the V.R.C. bath.

No. 1 Stewart Terrace still to let.

Intimation received that Mr. O. Chadwick will visit the Colony and report on its insanitary condition.

NO MORE QUILL PENS.

On the ground, it is supposed, of economy, the Treasury have decided to dispense with quill pens at Southwark County Court. For nearly 150 years the old-fashioned quill has been in use at this Court, and in the hands of barristers it has often proved an effective weapon of attack when cross-examining reluctant witnesses. A quill in the hands of an imposing member of the legal profession seldom failed to create an impression.

THE VICTROLA

It gives joy to all

MOUTRIES:—Exclusive Distributors.

NOTICE.

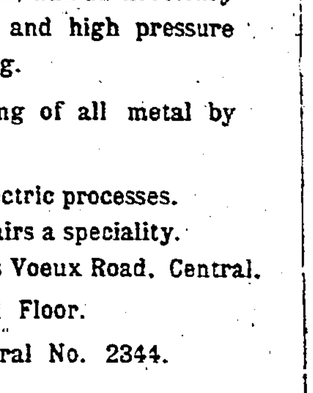
COLONIAL HAIR-DRESSING SALOON

13, Ice House Street.

High Class Barbers-Sanitary & up-to-date Saloon

Filipins and Japanese barbers.

Popular Prices.



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WINES & SPIRITS

DELIVERIES ANYWHERE UNDER EUROPEAN UPERVISION

Telephone K 62

THE

EMPRESS STORE

KOWLOON

Mme. Victoria Suarez

Dernieres Modes de Paris.

VIENT D'ARRIVER AU

KING EDWARD HOTEL.

ROOM 77.

Latest Paris Fashions

NEW ADVERTISEMENTS.

WANTED.

WANTD.—Electrician. Sate experience in lighting and power Installations. Apply Box. 999 (Hongkong Telegraph.)

TO BE LET.

TO LET One good-sized godown in Pakhinhok., Honan Canton. Apply to Kwong-Yuew 60. Bonham Strand W. Hongkong.

TO LET.—6 roomed detached house with splendid view, Homuntin, furnished or unfurnished, hot and cold conveniences. Apply Box 995, c/o. "Hongkong Telegraph."

BOARD RESIDENCE, 2 & 3 Victoria Gardens, Hankow Road, Kowloon, next Kowloon Hotel. Home comfort. Well furnished double and single rooms. One minute ferry Terms from $4.00 per day. Tel. K.357, Mrs. Stewart Ogilvie, Proprietress

FOR rent or for sale.—3 storied houses in Granville Road, Kowloon. For Particulars apply Box 996 c/o "Hongkong Telegraph."

RADIO—MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators, Crystals, Aerial Wires, and all other parts.
DE SOUSA & CO., LTD.,
St. George's Bldg, 2nd Floor.
Tel. No. Central 1264.

FOR SALE

FOR SALE Settee and two large Chairs recently recovered by Powells. Apply Box No. 1001 "Hongkong Telegraph."

THE HONGKONG JOCKEY CLUB

THE Fourth Gymkhana Meeting will be held (weather permitting) at Happy Valley on Saturday 6th. and Monday 8th. October 1923, commencing 3.15 p.m. each day.

The charge for admission to the Public Enclosure will be $1.00. Soldiers and Sailors in uniform half price.

Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the members' enclosure—tickets for whom can be obtained from Messrs. Linstead & Davis at $5.00 each up to Friday Oct. 5th.

The Stewards invite the ladies of Hongkong to be present.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

THEATRE ROYAL

TO-NIGHT! TO-NIGHT! at 9.15 p.m.

Bandman's Eastern Circuit, Ltd. presents the
FORBES RUSSELL
COMEDY COMPANY
with
Miss NIQUA LEWIS

SATURDAY, Sept. 29th at 8.15 p.m. Special revival of the world's success "PEG O' MY HEART" Niqua Lewis as Peg.

MONDAY, Oct. 1st at 8.15 p.m. Cyril Maude's great success "THE DIPPERS" from the Criterion Theatre, London.

Last Performance TUESDAY, Oct. 2nd at 8.15 p.m. "THE LAUGHING LADY." from the Globe Theatre

NOTICE.

Of all the Canadian Life Companies the Sun Life easily ranks first, being 86 Millions Gold Dollars ahead of the next largest.

In the whole of the British Empire we do the largest volume of ordinary life business, nearly 100 Million Gold Dollars per year.

Sun Life Assurance Co., of Canda.
F. M. WELLER, Manager.
15, Queen's Road. Central, Hongkong.

JAPANESE EARTHQUAKE.

We have over 100 views of damage at Tokyo and Yokohama on sale.

40% of the proceeds will be handed to the Chinese CHAMBER of COMMERCE in aid of the **RELIEF FUND.**

MEE CHEUNG
Ice House Street, & Beaconsfield Arcade.

THE STAR

Special Childrens Matinee 2.30 p.m.

Topical Film.

Buffalo Bill
Episodes 12 & 13.

HAROLD LLOYD
in
Amongst Those Present.

THE STAR

3 NIGHTS ONLY!
Commencing
Wednesday night, Oct. 3.
FORBES RUSSELL COMEDY COMPANY
Direct from their record-breaking engagement at The Theatre Royal, playing to popular prices their three biggest successes.

Wednesday night
ROMANCE.
Thursday night
BLUEBEARD'S EIGHTH WIFE.
Friday night
Farewell performance:
PEG O' MY HEART.
Popular Prices $3, $2, & $1.
Booking at Moutrie's and Theatre.

"YOUR employer's daughter goes to the dance in a beautiful limousine and you in a dirty old rattletrap. If you would go into business for yourself, Alice could have the good times she is entitled to! Thus Mrs. Adams nagged at her husband because he had fallen behind and had not kept pace financially with their friends. Mrs. Adams is ambitious for her daughter—

ALICE ADAMS Booth Tarkington's most interesting heroine. It is presented on the screen with

"FLORENCE VIDOR"
starred in the title role.

Showing for the last time To-day
AT THE
WORLD THEATRE.

GRAND DISPLAY.

OF
NEW SEASONS GOODS
AT
WHITEAWAY'S
30 CASES ALL THE LATEST.

FOR LADIES.
New Millinery,
New Dress Materials,
New Ribbons & Laces.

FOR CENTS.
New Felt Hats,
New Socks & Ties,
New Golf Hose,
Jaeger Woolly Coats & Waistcoats.

FOR THE HOME.
New Blankets,
New Linens,
New Cretonnes,
New Hardware & Crockery.

CALL & INSPECT
WHITEAWAY LAIDLAW & Co., Ltd.
The Largest Drapery Store in the East.
40 BRANCHES EAST OF SUEZ.
TERMS CASH.
NO ACCOUNTS RENDERED.

SPORTING TROPHIES

For All Occasions

WE have made a special feature of stocking the very best of English Hall-Marked Sterling Silver Cups and trophies. Our stock is undoubtedly the best in S. China.

OVER 200 STYLES TO SELECT FROM.

Prices from $3.50 to $250.00

SHERIFF BROTHERS.
69, Queen's Road Central.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

Notice to Shareholders.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Friday, 5th day of October, 1923, at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1923.

THE TRANSFER BOOKS of the Company will be closed from 27th September to 5th October, 1923, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 19th September, 1923.

S.S. SONGHOI.

By Order of the Mortgagees.

TENDERS are invited up to the Sixth day of October 1923 for the purchase of the above named vessel with Engines and Boilers and various Auxiliary Machinery on board.

Permits to view may be obtained on application to the Undersigned.

Tenders must be accompanied by a deposit of $500.00 returnable after decision on the Tenders has been reached.

The Vessel was formerly known as the s.s. "HONG KHENG" and previously as the s.s. "ORIENTAL."

PARTICULARS.

Port of Register—Haiphong.

A single screw steel steamer of I.H.P. 6000 fitted with internal electric lighting.

Length overall between Perpendiculars	410' 5"
Breadth	48'
Depth	34'
Draft fully laden	28'
Gross Tonnage	5284
Nett Tonnage	3085
Cargo Cubic feet	127,650
BUILT Where	Greenoch
When	1888
By Whom	Caird & Co.

Bunker Capacity.

Main Bunker Tons	847
Spare Bunker Tons	500
Engines and Boilers made by	Caird & Co.
First Cabin accommodation	140
Tween Deck accommodation	628

The Ship is to be sold with all Life-boats, Life-preservers and life buoys, deck stores Engine room stores, Commisary, Equipment, silverware, cutlery, glassware, cabin fittings, Mattresses, pillows and linen as they now are on board the vessel.

All Tenderers shall be deemed to have inspected the ship and the Purchaser will take the ship her tackle apparel and furniture and with all faults in the condition in which they lie at the time the Contract for sale is entered into.

Any error misstatements or misdescription of particulars shall not vitiate any sale made in pursuance of any tender received hereunder or entitle the Purchaser to compensation.

The Vendors shall not be concerned to see to the registration of the ship but will at the cost of the Purchaser execute as Mortgagees a Bill of Sale in favour of the Purchaser.

The Vendors shall not be bound to accept the highest or any Tender.

Tenders will be received at the office of the Undersigned, Princes Buildings, Hongkong, up to the Sixth day of October 1923.

JOHNSON STOKES & MASTER,
Solicitors for the Mortgagees.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places:—

Hongkong General Chamber of Commerce.
Hongkong & Shanghai Banking Corporation.
Chartered Bank of India Australia & China.
Mercantile Bank of India.
International Banking Corporation.
Netherlands Trading Society.
Yokohama Specie Bank.
Hongkong Club.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order
D. K. BLAIR,
Secretary,
Hongkong Relief Committee.
Hongkong 10th September, 1923.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General Meeting of the above Company will be held at the Company's Offices 20. Des Vœux Road Central on Tuesday the 2nd of October 1923 at 11 a.m.

The Transfer Books of the Company will be closed from the 22nd of September to 2nd of October both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.
Hongkong 13th Sept., 1923.

FORTHCOMING AUCTION SALES.

LAMMERT BROS.

PUBLIC AUCTION.

The Series of Auctions at
"KINGSCLERE"
Kennedy Road
will commence on
TUESDAY
2nd. October 1923
at 11 a.m.
and
WEDNESDAY
3rd. October 1923
at 11 a.m.

The dates of Subsequent Sales will be announced later.

PUBLIC AUCTION.

THE Undegsigned have received instructions from C. D. Wilkinson Esq., to sell by Public Auction on
Monday the 1st. October 1923.
commencing at 11 a.m.
at his residence No. 82 The Peak "The Falls"
The Whole of his Valuable Household Furniture
comprising:—

Teak hat stand, chesterfied couch and armchairs, (cretonne covered), curio cabinet, book case, music cabinet, fire brasses, card tables, teak overmantle with bevelled mirror, brass and bronze ornaments, marble clock, curtains, carpets, rugs, curios, etc., etc:

Teak extension dining table, chairs, teak side board with bevelled mirror, dinner waggons, crockery, glass ware, cutlery, cut glass, E. P. ware, table fans, desks, etc., etc.

Double and single teak and iron bedsteads, teak double and single wardrobes with glass doors, dressing table, marble top wash stands, chest of drawers, toi et sets, etc., etc.

Cooking stove cooking utensils, plants, ferns, garden seats, et.

A large quantity of Blackwood ware

also

One Grand Piano by John Broadwood & Son

and

On View on Day of sale
Catalogues will be issued
Terms:—Cash on Delivery
LAMMERT BROS.,
Auctioneers.

S.S. "LOONGSANG".

THE Undersigned from whom particulars can be obtained, invite offers for the purchase of the wreck of the above vessel, as she now lies in Hongkong Harbour. The wreck to be removed by purchaser in accordance with conditions to be obtained from the Harbour Master.

Gilman & Co., Ltd.,
(Agents, The Salvage Association, London)
Jardine Matheson & Co., Ltd.
(General Managers The Indo-China S. N. Co., Ltd.)

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the Share Register & Transfer Books of the Company will be closed from the 1st to 8th October 1923 (both days inclusive).

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2 Queen's Buildings, Hongkong, on and after the 9th prox.

By Order of the Board.
E. COCK,
Acting Chief Manager.
Hongkong, 17th Sept., 1923.

OUTSIDE AND INSIDE.

It is important to keep the outside of your body clean. It is even more important to keep your inside clean and in regular working order. If constipation troubles you, use Pinkettes. They are laxative perfection, keep the liver active, the skin clear and the breath sweet, prevent diarrhoea and dysentery.

Chemists sell them, or post free, 60 cents per vial, from the Dr. Williams Medicine Co.

HUGHES & HOUGH

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have receive instructions to sell by Public Auction.
on TUESDAY,
the 2nd October, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road. Corner of Ice House Street.
Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c., &c.
Comprising:
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggons, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapoys, Marble-top Flower Stands, Side Tables and Cabinets, and a few lots of Handbags and Suit Cases.
Also
One Piano by Challen & Son, London.
(Full Particulars from Catalogue).
Hongkong, 26th Sept., 1923.

on TUESDAY,
the 2nd October, at 10.30 a.m., at Police and Fire Brigade Department Central Police Station,
Condemned and Confiscated Stores.
Also
A quantity of unclaimed Jewellery, and
1 Henderson Motor Cycle and Side Car.
1 Indian Motor Cycle in parts.
Hongkong, 25th Sept., 1923.
Terms:—Cash on delivery.
HUGHES & HOUGH.
Auctioneers.

LAMMERT BROS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Tuesday the 2nd. Oct. 1923 at 10 a.m.
at their Sales Room, Duddell Street.
The Machinery, Stock in Trade, Furniture and Fixtures of the Kin Son Tile Co., 73, 75 and 77 Battery Street, Yaumati (to be sold in 3 Lots as above)
On View Now
Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Thursday the 4th. October 1923.
commencing at **10.30 a.m.**
at the premises of The Hongkong Steel Foundry Company, Limited (Shau Kiwan Road).
The Complete Foundry Plant including:—

Melting Furnaces (complete). Annealing Furnaces. Heating Ovens, Cranes, Drilling Machines, Screwing Machines for Pipes and Bolts, Double Gear Slide and Surface Screw Cutting Lathes, Planing Machine, Fan Blower, Overhead Sling, Flogging Hammers, Anvils, etc., etc.
also
One Electric Furnace complete with all equipment and 1 extra Transformer Office Furniture & Fittings including Drawings
and
The Steam Launch "Peggy"
Terms:—Cash on Delivery
For Further particulars apply to the undersigned.
LAMMERT BROS.,
Auctioneers.

DO NOT MISS—
ROCHA'S
POPULAR AUCTION SALES
Every Tuesday Thursday & Saturday
At 2.30 p.m.
Specialist in the Valuation of Household and Office Furniture.
DA ROCHA'S MART
2 A, D'Aguilar St. Phone 2301

LOTOL
O SPRAY O
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O FREELY O
LOTOL

REFUSE SUBSTITUTES

PRESCRIPTIONS —

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

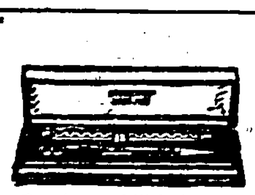
The Pharmacy.

The Red Bldg Opposite Ice House St.

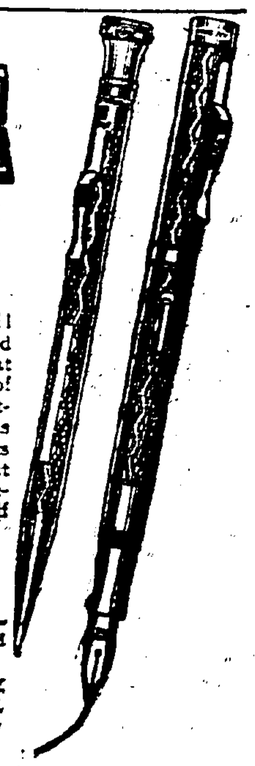
PEKING LAMP SHADES

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, laces, Mandarin costumes, Swatow work, etc., etc.

FOOK WENG & CO. Astor House Building Cable Address "CURIOS"



Eversharp and Wahl Pen, in identical designs, in a handsome gift case.



A HANDSOME pencil that's always sharp and a beautiful all-metal pen that holds an unusual quantity of ink. Eversharp, with its patented tip for holding leads firm, and Wahl Pen, with its exclusive all-metal barrel that holds more ink, make a delightful gift either to yourself or your friends.

For Sale at Leading Shops Everywhere

Look for the name on pencil and pen. It is your guarantee.

THE WAHL COMPANY
New York U. S. A.

The Perfect Companions

WAHL PEN
EVERSHARP

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS,—"TAIKOODOCK" HONGKONG.
TELEPHONE NO. 212.
CALL FLAG: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

A *real* cigarette

When we made Chesterfield Cigarettes we tried to give smokers the highest possible quality at the lowest possible price.

It didn't take smokers long to discover that Chesterfields had just what they wanted—

That quality taste of choicest Turkish and American tobaccos blended in exactly the right proportions.

You'll say

They Satisfy

Chesterfield
CIGARETTES

LIGGETT & MYERS TOBACCO CO., U. S. A., Manufacturers

MARY MILES MINTER

in a new, fighting, red-blooded dramatic role—in a thrilling story of the South Sea Islands.

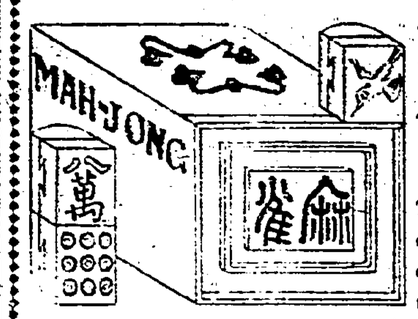
"South of Suva"

A stirring drama of what happened on a South Sea island, when the young American wife of a planter arrived to find that the man she married in the States had degenerated into a beach comber.

SUNDAY — MONDAY — TUESDAY

WORLD THEATRE

MAH-JONG!



The Game Which Has Become The Rage of the Whole World

Take a set home to day and you will quickly become an enthusiastic exponent.

We have the best selection in South China

—SWATOW LACE CO.

17, A. Queen's Road, Central.

Manufacturers of—
SILK EMBROIDERIES,
SWATOW DRAWN WORK
LACES Etc., Etc.

TELEPHONE C. 1468 . . . . . (HUNG ON)

Tel. Ctl. 654 HOP CHEONG 55, Queen's Road, Central.

COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED

Blenosan CAPSULES
THE NEW CAPSULE
BLENOSAN
ROBERT FERBER & CO.
CURE IN 48 HOURS

THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually, to their patients for a great number of years.

BLENOSAN CAPSULES
(Santal-Oil & Kava Kava)

provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all other, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Fleetcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.

Sole manufacturers, ROBERT FERBER, LTD.
Asylum Rd., London S.E. 15

SEARCH FOR BRITISH BOXER.

World's Champions in the Making.

Great Britain is being searched at present for a potential world's boxing champion.

A syndicate of British sportsmen, with Mr. Tex O'Rourke, a famous American boxing manager and trainer, as adviser in chief, is engaged upon that quest, and already some progress is reported.

Mr. O'Rourke has gathered under his wing the following:

Leslie Price, Bristol, 20 years, 6ft. 2½in., 15st 10lb.

H. A. W. Macran, Bristol, 22 years, 6ft. 3in., 15st 7lb.

W. M. Prestage, Birmingham, 6ft. 3in., 14st.

I. Ingleton, Liverpool, 6ft. 5in.

In the collection of these men all regarded as highly promising material Mr. O'Rourke and his associates have travelled to all parts of the country, advertising their arrival and giving everyone who might hold out possibilities of being trained as a fighter a chance.

Price is the son of a Clifton hotel proprietor, and Macran a police constable, whose father is a minister. Prestage has a reach of 80 inches. Ingleton was discovered handling 200lb. bags of sugar in Liverpool.

Mr. O'Rourke says that Macran is the most aggressive boxer he has ever seen.

A London policeman, 21 years of age, and 6ft. 3in. in height, the son of an architect, is also being taken into consideration.

The candidates will go into a training camp at Malvern within a fortnight, and Mr. O'Rourke hopes to have one of them fit to tackle the British champion in about a year's time.

A VICTROLA
with Victor Records gives the best result.
MOUTRIES —Exclusive Distributors.

IF YOU ENJOY REALLY GOOD COFFEE

BUY THAT WHICH IS SPECIALLY SELECTED AND FRESHLY ROASTED AND GROUND DAILY.

THE GRAECO-EGYPTIAN CO.
12, Queen's Road, Central.

FRECKLES AND HIS FRIENDS — The Music Master — BY BLOSSER

E

WHISKY

The Old Favourite.

A Fine Blend of

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

by Messrs. Macdonald & Muir

and a Label to that effect is affixed to the back of each bottle.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants,

Established 1841.

READ THIS

"You will be pleased to hear the Moutrie Piano I bought from you last Summer is giving great satisfaction. No Tuner has visited——since about last August, but the instrument is only very slightly out of tune"

(The above letter was sent to us entirely unsolicited)

MOUTRIE PIANOS

FOR

REAL SERVICE

Catalogue Post free

S. Moutrie & Co., Ltd.

WE HAVE PLEASURE

IN ANNOUNCING

THE ARRIVAL OF A FRESH CONSIGNMENT

OF

TENNENT'S PILSNER BEER

(BOTTLED IN GLASGOW)

PER **$4.00** DOZ.

PER **$23.00** CASE

OF SIX DOZEN PTS.

SOLE AGENTS:

LANE, CRAWFORD LTD.

EST 1850. TEL. 1741 (4 lines).

WINCARNIS

Gaining Stronger Day by Day

Every wineglassful of Wincarnis brings increased strength and vitality to those who are Weak, Anæmic, Nervous or Run-down.

An outstanding feature of Wincarnis is its extraordinary power in rebuilding exhausted vitality, and in promoting *new* strength, *new* vigour, *new*, rich, red blood, and *new* nerve force.

And the reason Wincarnis does this is because it is a Tonic, *and* a Restorative, *and* a Blood maker, *and* a Nerve Food—all combined in one rich, delicious, healthgiving preparation.

That is why over 10,000 Doctors have recommended Wincarnis.

And it is also the reason why countless thousands of Weak, Anæmic, Nervous and Run-down Men and Women have obtained renewed health, enriched blood, invigorated nerves, and a fund of new vitality from Wincarnis.

And what Wincarnis has done for others it will surely do for *you*.

WINCARNIS

The Telegraph.

HONGKONG, 29th Sept., 1923.

EUROPE'S PROBLEMS.

The news of events in Europe is none too bright at present. The German Government has problems to face which, considering that the stability of Germany closely concerns the Allies, become Allied problems as well. It is most unfortunate that, just when everything seems set for a new attitude by the Berlin authorities towards the reparations question, there should be the threat of disunity and revolt in the Republic. From the Bavarian situation we can turn to the bigger problem of Germany as a whole, and the latest aspects disclosed by recent messages. The British Labour party consider the conditions grave enough to warrant the convoking of a special meeting of Parliament, and certainly the news of unrest, economic depression, strikes of unruly Ruhr miners, and so forth, is far from reassuring.

It would be a great pity were the resumed rapprochement of Britain and France to come at a time when the genius of their statesmen might be tested to the uttermost. As regards this strengthened Entente, we have Mr. Baldwin's important announcement, which, besides indicating the cordial relations that now exist between the two Governments on either side of the Channel, shows that the whole question of the peace of Europe and of the world is to be tackled energetically at an early date. We trust that something like a final solution of the many grave problems now outstanding will be arrived at, and sincerely hope that nothing untoward will occur in the meantime to wreck this promise of calmer waters and fairer sailing towards the distant haven of world amity.

In the Near East, fortunately, the Graeco-Italian imbroglio is practically settled, though there is bound to be considerable bad blood as an aftermath to the dispute. There is still the little affair between Italy and Jugo-Slavia to be negotiated, but we trust that an early, satisfactory conclusion will not be difficult. Turkey, and Russia, appear to be content with their own affairs at present, and threats to the peace of Europe from those quarters may be discounted for the time being. Mr. Baldwin apparently advocates a form of international round table conference; and we feel optimistic enough to hope that it will meet with a good measure of success.

Motor Licences.

The Captain Superintendent of Police, in the course of the interview which he granted to a *Telegraph* representative yesterday on the subject of police cancellation of motorists' licences, made as strong a case as possible for the retention of the existing system, but, all the same, his arguments do not convince us that the present arrangement is either the best or the fairest to motorists. He stated quite plainly that he has the authority to cancel a licence, after even one conviction, although the practice is not to do so until three charges of a like nature have been proved. The police have discretion in the matter. To our way of thinking, the Home system is far to be preferred, despite the C.S.P.'s statement that the motorist here has the right of appeal if dissatisfied with a decision. As the Parliamentary Secrtary for Transport recently put it, "it is for the Court to decide whether circumstances justify the suspension of the licence or the disqualification of the driver from holding any further licence for such time as the Court thinks fit." In other words, the discretion is with the Bench, and not with the Police. Our view is that police interest in a motor prosecution should begin and end with the bringing of the charge—the punishment should be entirely a matter for the magistrate. We know of no reason why the Home practice should not be followed here—the endorsement of licences on convictions, and the cancellation of licences as and when, and for what period, the magistrate determines. The local method gives too much power to the police. That is why we want to see the existing regulations amended.

Canton Outlook.

The situation in Canton appears to be going from bad to worse. In their search for money, the authorities have succeeded in getting at cross purposes with practically every section of the community. Taxes and enforced loans on various types of business, the commandeering of civilians for military work and other repressive measures have caused such a wave of opposition to the military and civil authorities that there appears every prospect of a complete stoppage of work as a protest. The imposing of a huge fine on the Customs brokers for alleged malpractices looks more like discovering a fresh means of raising revenue than anything else. Here, as in other instances, there appears to have been an absolute disregard of "constitutional" methods, for we hear of no-one being charged in connection with the supposed offences. In any case, as a correspondent points out to-day, it seems rather strange that the Canton authorities should be so anxious to protect Customs receipts seeing that the revenue goes to Peking. The fact of the matter is that the authorities badly need money with which to pay the soldiery, and they cannot get it by normal or regular means. That fact lies at the bottom of all the trouble. In other words, it means that the Government has in reality broken down and that the whole administration is dominated by the military element.

S.S. "YUENSANG."

LAUNCHED THIS MORNING.

There was launched from the slipway at Kowloon Dock this morning the new s.s. Yuen Sang, which is being built to the order of the Indo-China Steam Navigation Company, Ltd.

This vessel is a sister ship of the s.s. Sui Sang, launched from the same dock on August 30th. She is of the two deck type with poop and bridge connected, and has the following dimension:—Length overall, 325 feet; length between perpendiculars, 310 feet; breadth moulded, 46 feet; depth moulded, 25 feet. Six state rooms are provided for saloon passengers, with the latest and most up-to-date fittings, whilst there is a fine dining saloon and a nice little smoke room. The ship is fitted with wireless.

DAY BY DAY.

ALL OTHER KNOWLEDGE IS HURTFUL TO HIM WHO HAS NOT HONESTY AND GOOD NATURE.—*Montaigne.*

***

The Mercantile Bank of India is opening a branch at Batavia on Monday.

***

His Excellency the Governor has appointed Mr. James Kerr to be an Official Justice of the Peace for the Colony of Hongkong.

***

In the accident which occurred during the bazaar at Canton in aid of the Japanese Disaster Fund, it now transpires that nine were killed and 20 injured.

***

It is ordered that a valuation of the tenements in the Colony for the year commencing 1st. July, 1924, shall be made before the 30th. day of April, 1924, or as soon thereafter as may be.

***

There has been added to the list of medical practitioners the name of Dr. Cheung Kung Chen, 6, Mosque Junction, Bachelor of Medicine and Bachelor Surgery of the University of Hongkong.

***

We regret that a mishap in printing caused the blocks of two local pictures (the Cario-Dunn wedding, and the s.s. Tai Lee and s.s. Sun Tak at Kowloon Dock) to be so badly damaged that the illustrations only appeared in a few copies of to-day's edition.

***

Two lots of Crown land are to be sold on October 15th. The first is Rural Building Lot 236, which has an area of about 98,030 square feet, upset price $20,606; whilst the other is Shaukiwan Inland Lot 502, containing about 8,640 square feet, the upset price of which is $12,960.

***

Five Chinese schoolboys have reported to the police that whilst taking a walk along Bowen Road near the Filter Beds yesterday they were stopped by two men, one of whom, producing a revolver, told them to keep quiet. The robbers left after taking certain articles of jewellery valued at $14.

TO OUR MACAO READERS.

In response to the many requests received from our Macao readers for extra copies of last Thursday's Pictorial Supplement of the Japan disaster, we have to-day despatched a special supply. These may be obtained from our agent at ten cents per copy.

CANTON STRIKE.

COMPLAINT BY FOREIGN FIRMS.

News from Canton to-day is to the effect that several foreign firms, owing to the fact that the cargo and lighter coolies have gone on strike in sympathy with the Customs brokers, have made a complaint to the Superintendent of Customs, who instructed the police to warn the brokers of the serious consequences of their strike. When the police visited the shops, however, they found only native servants there, all the employers having left.

Dr. Sun Yat-sen has returned to Canton, it is said in connection with financial troubles.

When seen by a *Telegraph* representative this morning, Mr. Wu Hay-tong, compradore of Messrs. Butterfield and Swire, who has extensive business connection with Canton, stated that he has received news to the effect that the cargo and lighter coolies have resumed work on the advice of the European Commissioner of Customs who has guaranteed them foreign protection if necessary. Accordingly those merchants who are not under the necessity of sending their goods through the hands of the cargo-brokers are shipping them direct to consignees.

A welcome indication of the situation came through with the arrival of the Fatshan last night with a full load of cargo, mostly European.

Mr. Wu said that the cargo-brokers hitherto have made a commission of 10 per cent. on cargoes passing through their hands. This is a general and recognised commission and should not be attributed to "squeeze."

Bulls and Inners

From the Office Butts.

There is no truth in the story that members of the Royal Hongkong Yacht Club will present "Tom Bowling" during the forthcoming season.

Many are chosen but few are called.

Some wear the Gordon tartan; others mostly don't, while others again prefer to pay the $25 fine.

A two-faced man can always be unwittingly depended on to carry a parcel.

What we need most in Hongkong is reverse gear for gas meters.

H. C. L. is going up. A man who landed in Hongkong ten years ago now owes $1,349.

There is at present a great demand for the "Blues" in dance programmes. We used to have them after.

We read the other day that a watch has 160,144,000 ticks a year. That makes it two more than our dog.

Though it doesn't make it a watch dog. It was run down last week.

Our 130 miles per hour wind record was almost beaten last week by several members of the Hongkong Lawn Bowls Association.

It is rumoured that quite a few dance steps this season will be in the right direction.

Fine feathers make fine birds if it wasn't for the bills.

The difference between lunch and luncheon is often merely the difference between salad and a meal.

"General Depression in Athens" says a newspaper heading. He seems to have made a quick trip from China.

Something of a sensation was caused this week when a pony was seen being led through Broker's Alley. Appropriately enough, it was being led by the nose.

Just as we thought we were within ten years of the transference of our military lands, they send a surveyor out to see where they are.

And possibly to value them, although the matter of a *quid pro quo* was fixed years ago.

We'd like to be a Government Surveyor. Hongkong isn't too bad in the winter.

Bet he doesn't stay at Breezy Point.

A reader suggests that the Peak Tramways Company might improvise a temporary method of regulating traffic, during the few years needed for the assembling and erecting of the elaborate cages for future passengers.

The most striking part of an advertisement by a chemist in a Singapore contemporary is "Mosquitoes, price $1.60 per bottle" Dead, we hope.

A reader who has tickets for a "Moonlight Bathing, Easma Beach" (which was postponed indefinitely owing to a typhoon warning some time last June) writes to ask us: "What about it?

We suggest that they might do for next year; also his books of 10-cents coupons which he has had no opportunity of using.

A man, charged with having received a Kowloon fan the other day, was fined $100. Not a very profitable way to raise the wind.

Look out the Buffaloes don't splash you.

"Chaos in Canton," says a *Telegraph* poster. He seems to have been there a long time.

Yesterday a bunch of boys, camped among our banana trees, after which followed much shooting of bows and arrows. Who says the pictures are not educative?

The other day an anonymous cad rang up and slipped us the innuendo that the proceeds of a lot of these charitable performances helped to keep the home fires burning. What this rotten-minded person needs most is a lot of Lotol with which to disinfect his mind.

"Dernieres Modes de Paris" announces a local advertisement. That's right, dern 'em.

According to the *Post*, Shanghai folk are planning week-end trips to see the Hangchow Bore. Evidently another case of taking one's pleasures sadly.

In Hongkong we take week-ends to get away from them.

This has been a year of disasters. By the way, when is our Colonial Secretary expected back?

Some of our China coast friends are perturbed at all this talk about lowering the load line.

We trust that Hongkong will not chuck away any chances at the Polo Ground to-day.

Our bull last Spring hinting that the Kowloon Football Club would surely want a new club-house to house the shield, was apparently not such an outer after all.

Our scoop expert came in the other day and said it was reported that a slight earthquake had taken place in the vicinity of the locomotive sheds at Hung Hom.

What is wealth without health? Last mail brought us the tip for both, Sanatogen and the Danish State Lottery.

If you want to know what speed you're making, don't ask a policeman.

The Mounted Section are soon to have a Beef Steak Dinner. We'll have to look after our bulls.

Some people use a *nom de plume*; others may as well for all the difference it makes.

Mr. Pile has been added to the list of authorised architects, which sounds good for the foundations.

Future correspondents on "The Lost Continent" are now searching for a book which nobody else has read.

"It's very disheartening to a Board of Directors to carry on anything in this Colony". It is. Especially if they've been seen.

The first man who sings "Yes, We Have No Bananas", in public will not be out of luck.

The difference between the Pictures and the Theatre Royal is that at the former the audience does all the talking.

It is unlawful to shoot a compradore unless he doesn't see you.

It often looks as if talk is the best policy and honesty is cheap.

Kowloon is much brighter these days. School took up at the beginning of the month and nearly every boy has his neck washed now.

We reckon about 434 square miles of skin has been scratched by bathers this season.

Never sing at table. Food costs too much for that. The good old days are past when you could get it for a song.

From the way these King's lads keep on deserting it would seem that a few of them are full of the wrong spirit.

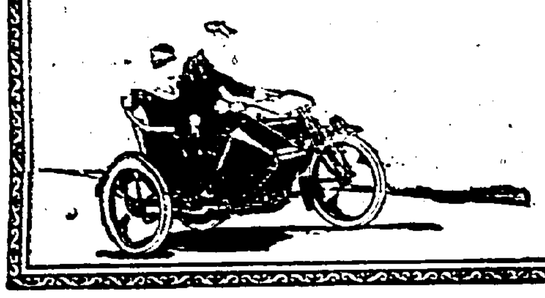
That "crushin' feeling"—when the fat couple barge into you after the fifth course of the dance-dinner.

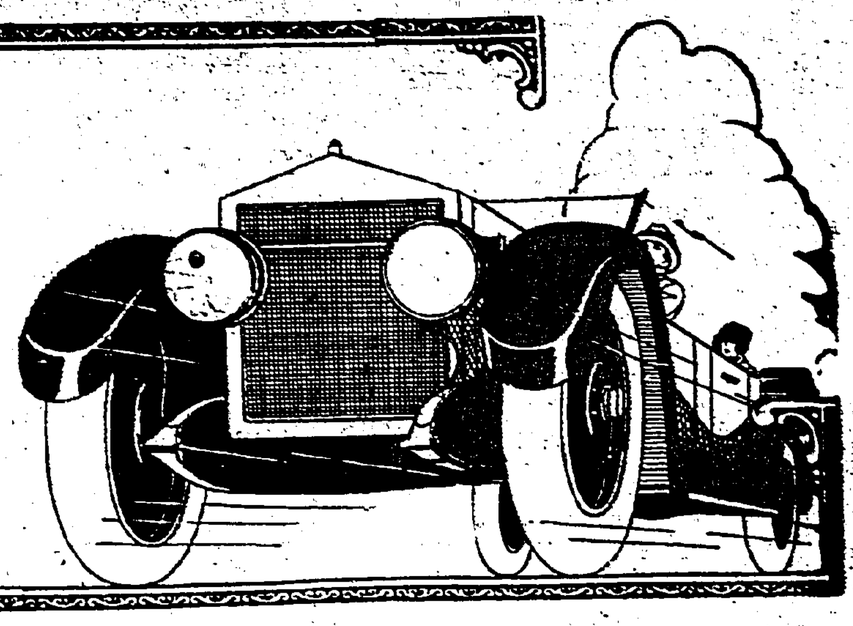
Near the big landslide in Bowen Road the P. W. D. has erected a notice as follows:—"Caution: Drive slowly." This is presumably a warning to golfers who practice in that neighbourhood.

Last week Fanling caddies found a valuable tie pin. If this sort of thing goes on, they'll be finding golf balls next.

MOTORING
SUPPLEMENT
OF
THE HONGKONG TELEGRAPH.
Saturday, Sept., 29th. 1923.

(Being the Official Organ of the Hongkong Automobile Association).





LOCAL MOTOR NOTES & NEWS

The Colony of Hongkong is gradually becoming thoroughly motorised. The taxis are already proving a boon to the public and are being liberally patronised. Most assuredly we are getting more like London every day. On the Kowloon side, the motor bus services are being extended, and since Monday last some of these buses have been running out as far as Lai Chi Kok. Needless to say, they are doing good business.

• • •

Motorists generally are thoroughly in accord with the *Telegraph's* plea that the power to cancel licences should be taken out of the hands of the police and vested only in a magistrate. The existing system is indefensible, and we look to the Automobile Association to take this question up in the interests of its members. In next Saturday's Supplement we hope to have more to say on this subject.

• • •

Has Kowloon too many motor buses? In the opinion of many residents, the answer, as they say in Parliament, is in the affirmative. It is a common sight nowadays to see strings of buses moving up and down Nathan and Salisbury Roads, one close on the tail of another. Indeed, one has to be something of an acrobat to cross the streets at times.

• • •

We think it will be generally agreed that if the peninsula hasn't too many buses, it has quite enough—certainly in and about the residential district. It would appear that the competing companies are too keen on concentrating their energies in certain localities. Their one object seems to be to outdo one another. Possibly in the long run they will put each other out of business, and then the community will lose a useful service. If any more buses are to be permitted to run, they should only be put on feeder services.

• • •

It has been suggested to us that some of these Kowloon buses, and those on the Aberdeen route as well, do a deal of damage to the roads through leaky tanks. At any rate, oil and spirit can be seen fairly well spattered about the roads, and these must have an adverse effect on tar-macadamised surfaces. This is a matter which should be looked into. The Aberdeen buses, also with their solid tyres certainly cut up the road surface very badly, as the condition of the roads in and near that village has again and again demonstrated. These hard tyres soon undo much of our road-repair work. Cannot their use for buses on regular daily service be prohibited?

• • •

Probably no subject in the motor world has received so much attention as the dimming of headlights. "To dim or not to dim" has been the discussion furiously waged since the time when modern searchlight headlamps came into use. Various methods of tackling the dazzle problem have been evolved, but all who motor know how futile most of them are. There have been glasses of all shapes and colours, frosted bulbs and specially shaped reflectors and bulbs cowls *ad infinitum*, but still we are dazzled.

In Hongkong, the problem is really acute. We certainly think that, in the city of Victoria at any rate, the system evolved in certain American states and English towns should be adopted namely that within the city limits all lights should be dimmed. In fact we think it should be made unlawful for anyone to drive in the city with the full power of the headlights.

• • •

The speed limit in the city is 15 m.p.h. and powerful headlights were designed for speeds greatly in excess of that. The town is very well lighted and one has only to stand at the junction of Pedder Street and Des Vœux Road and watch any motor car approaching with full headlights to see how unnecessary and useless they really are. unnecessary in that the street and shop lamps give ample light, and useless because the same street and shop lamps so cross and split up the beams of the headlights that the whole effect of them is lost.

• • •

Now notice another car approaching: watch how both drivers have to leave the wheel with one hand and in most cases lean forward in an unnatural attitude to get at the lighting switch on the dash. Could a driver make an instantaneous stop in such a case? We think not.

• • •

Let us now take the case of the drivers themselves. They approach each other, each being more or less dazzled and blinded by the others' lights. Each dims and leaves a black void in front to which his dazzled eyes take some time to accustom themselves.

• • •

In any case, dimming, as most drivers in Hongkong do it, is absolutely ineffective, for this reason:—When cars are far apart the beams are more or less converging and shining directly on each car. (No one dims). When the cars approach the beams start to diverge. (Each dims). Therefore for dim headlights in the city limits we have these advantages: No dazzle. The cars should be travelling less than 15 m. p.h.; therefore dim lights in conjunction with the street lighting should be quite sufficient. When a driver leans forward to dim, there is a more or less loss of control, and dimming as usually practised in Hongkong is more or less ridiculous.

• • •

Outside the city limits, full headlights are, of course, necessary and the best type of glass, in our opinion, is an amber-tinted lens with horizontal steps which tend to deflect the light downwards.

• • •

The Dragon Motor Car Company, Ltd., at their show room and Service Station, Wong Nei Chung Road, Happy Valley, are now showing the new and improved Hudson Super-Six. Greater economy and reliability, and even smoother performance have been secured by important improvements which have been made "under the hood."

• • •

The admission of a much more perfect mixture to the combustion chamber is secured by a re-designed intake manifold. The clutch thrust bearing grease cup used in previous models has been eliminated by re-designing the clutch and incorporating a large annular ball throw-out bearing, automatically lubricated by the clutch oil. Greater comfort for the front seat occupants has been assured, the change in instrument board design giving more knee room.

• • •

Appearance has been enhanced by grouping the instruments in the centre, and the dash light being placed at the top of the group makes night readings easily discernible. The principal motor change is in connection with carburetion, incorporating a new air heating attachment, and a construction change in the intake manifold. There is also a different spark plug arrangement. These changes give instant starting under adverse weather conditions and a pronounced increase in gasoline mileage. They also offset to a marked degree the formation of carbon, and practically eliminate the fouling of spark plugs.

• • •

A decided improvement, and one that will be greatly appreciated, is the installation of a new type oiler which does away with the old fashioned conventional grease cup. "Turning down grease cups" is an out of-date operation on the new Hudson car. Lubrication maintenance can be adequately taken care of in a very few minutes with a pump oil can which is furnished as standard equipment.

• • •

The exterior appearance of the new Hudson emphasises still further advancement in beauty of line. Deep crown fenders that are really mud guards, have replaced the previous type. The front fenders have aprons that extend to the extreme front end of the spring hangers. There is a splash apron placed between the front spring horns, which not only adds to the appearance of the car but also affords further protection. An improvement has has been made in the top curtain arrangement, giving still better weather protection. It is a new Hudson with many refinements and noticeable improvements.

"SCRUTATOR" REPLIES.

Ratio of the Three Gears.

"Scrutator" is prepared to answer questions on motoring matters. Queries should be sent in not later than Tuesdays. Below will be found a question and answer.

F.W.S. asks: Does the engine of an ordinary passenger car make about the same number of revolutions per minute, when the car is running 5 miles per hour on first speed, 10 miles per hour on second speed and 20 miles per hour on high speed?

Answer: Yes you are approximately correct but on the average low gear is nearer 0.3 of high gear than the 0.25 which you have assumed and second speed is nearer 0.6 of high than the 0.5 which you are figuring on. There is, however, considerable difference in practice as to the second speed ratio, it sometimes being nearly what you assume and sometimes 0.7 of high or even more. For an average, we should say that 6, 12 and 20 would be nearer than the 5, 10 and 20 miles per hour that you have assumed. In the case of any particular make and model of car the gear ratios are readily obtainable and the exact speeds in miles per hour obtainable on each gear, at a fixed engine speed, easily calculable.

TUNING A MOTOR CYCLE.

For Record-Breaking at Brooklands.

[BY "NORTONIA."]

(Continued from last week).

The engine is now carefully balanced (an article on engine balance will appear later) although cases have been known where an engine which has been slightly unbalanced has been faster than when correctly balanced. However, in nearly every case a correctly balanced engine is faster than one which is incorrectly balanced. The valve gear is now taken in hand, and this is one of the most troublesome parts of the whole operation. This is especially so with the cams, and a successful cam is more often than not the result of a long series of hit and miss experiments.

In the first place, a cam is formed approximately in soft metal and then it is filed, hardened and ground until the tuner thinks it is somewhere near the correct shape. A number of cams are treated like this until the one giving the most power and speed has been found. Generally speaking, a valve setting which gives good results for racing is injurious for road work. The valves are given a higher lift, a quicker opening and closing, the valve springs are stronger and a large overlap which is extremely wasteful of petrol is employed. Also the valve setting in conjunction with the magneto timing and the type of carburettor used does not as a rule allow the engine to run very slowly. The spark is timed to occur very early and for slow running the spark control is nearly fully retarded.

The carburettor used is a special racing model, a great favourite being the "Binks Mousetrap." This has no throttle control and is not flexible. The instrument is designed with the idea that the motor cycle to which it is fitted will be all out for most of its life: therefore, only an air control is provided for starting. The air control also roughly regulates the speed by destroying the correct mixture. In most cases a pressure balancing system is employed. That is a system to balance the pressure in tank, fuel lines and carburettor. In the old days riders used to use a huge air scoop which they hoped would give forced induction. It did to a certain extent, but owing to the tremendous pressure in the carburettor it forced the petrol back in the tank. Nowadays something similar in used, but air pipes are connected to carburetor and tank in such a manner that the pressure in each is equalised. Also in most cases nowadays where a twin engine is used, twin carburettors are also employed. Before being tried on the track the engine is tested on a dynomometer. This is an instrument used for testing an engine on a bench and roughly speaking, usually hydraulic force is used. This testing is important in that it shows what the engine is capable of and what power it develops with different compression ratios different cams, and different valve and magneto timing. Generally, an engine with a high compression will develop more power than an engine with a low compression, with the attendant drawbacks that too high a compression ratio causes pre-ignition, especially with plugs, knocking at slow speeds, and there is the risk of overhead valves hitting the piston when the engine is hot. The bench test also shows at how many R.P.M the power curve peaks. That is, the engine R.P.M. and H.P. developed is plotted on a graph and it will be found that the engine developed the greatest power at a certain number of R.P.M. This is taken into account when gearing the machine. Obviously a gear which won't allow the engine to develop enough R.P.M. to reach its maximum horse-power is as useless as a gear which allows the engine to reach its maximum horse-power when the machine is geared too low to take advantage of it.

However, after the engine is satisfactorily passed off test, the cycle parts are taken in hand. The frame is usually specially built for racing, being as light as can be safely employed. It is designed to transmit the power as far as possible without whipping or weaving and to steer as near perfection as possible. The handlebars are usually very low, so that when the rider is seated he has to lean forward to hold the grips, thus minimising wind resistance and giving greater control. The front forks usually have shock absorbers fitted to damp out sudden shocks (contrary to the usual idea. Brooklands is not a perfect surface for speed. There are several lumps where the joints of the concrete slabs have worn and cracked and a small bump is greatly magnified at speed. The writer has often been off the ground altogether). The wheels are carefully balanced so that when they are revolved no part has a tendency to always come lowermost, and the cones are adjusted so that there is no binding and no shake, and security bolts are fitted to prevent tyres leaving the rim if a burst occurs. Only one footbrake is fitted and is carefully adjusted so that there is no drag.

(To be concluded next week).

"SOME" MASCOT!

Possibly some local motorists will find an interest in the above picture quite apart from the car shown. In case they notice the lady at the back, we may explain that she is married. She is Mrs. Helmar Liederman, who won a beauty contest in Alaska.

HIS SHATTERED IDOL.

When a youth was summoned at Ealing for having a noisy motor-cycle he said he bought the machine secondhand, and, thought it must be all right because the last owner was a policeman.

DISTRIBUTION AND ELIMINATION OF WEIGHT.

The amount of weight that can be pared off a standard car for racing purposes is far greater than the ordinary public imagine. For instance, in a recent event some 5 cwt. was eliminated from a well-known car, partly by drilling the frame and partly by lightening parts and leaving out everything that was not strictly necessary. In the particular event in question the car suffered heavily from back-wheel slip, owing to the fact that it was finished too late to allow the 10-gallon petrol tank and two spare wheels to be added. The designer had calculated that this weight would have made just the difference between the back wheels slipping and gripping.

A NEW MODEL.

The first special Colonial model of the Arrol-Johnston 17.9. h.p., five-passenger car, has reached Hongkong, and may be seen by arrangement with the agents, the Hongkong Hotel Garage. Special features have been embodied in this all-British production which makes it one the most attractive propositions for those contemplating the purchase of a new car.

COTTON-WOOL WANTED.

Oh, to see ourselves as a writer in a London paper sees us!—"Far in the distance rises a sound that drowns all others, and makes speech and hearing impossible for many minutes. Is the motor cyclist—a maniac or a fiend? Whether alone, disguised in overalls and goggles, or with a sidecar and a few encumbrances therein, never does he pass without a roar and rattle. Nothing but Death can stop his mad career, but does he stop his own ears with cotton-wool?

NEXT T. T. RACES.

The A.C.U. Competitions Committee has decided to recommend to the General Committee that there be four T.T. races next year, and that the solo classes be for machines of 150 c.c., 250 c.c. and 350 c.c. and the passenger machine class 500 c.c. The *Motor-Cycle* has for some time urged that 350 c.c. be made the limit for solo machines in the Tourist Trophy races. It is likely, however, that the first class will be altered to 175 c.c. in view of the decision come to at the recent F.I.C.M. meeting at Dinant. It will be noted that the fourth suggested race is to be for passenger machines; not for sidecars only. This may mean the introduction of small speedy runabouts, a type offering possibilities but which has not yet been developed. The dates suggested are June 21st to 28th.

THE SPEED MERCHANT.

A striking picture of a car rounning a corner on two wheels during the Mont Ventoux race in France.

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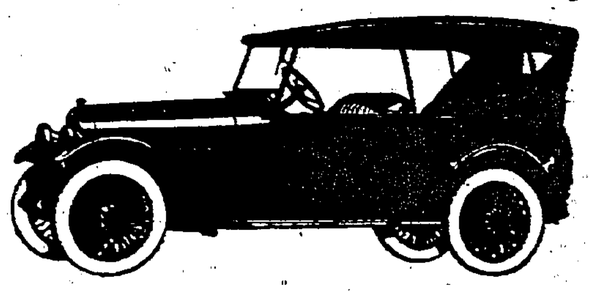

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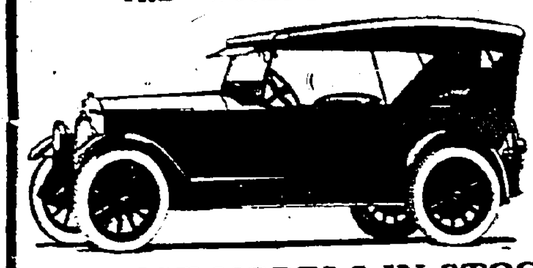

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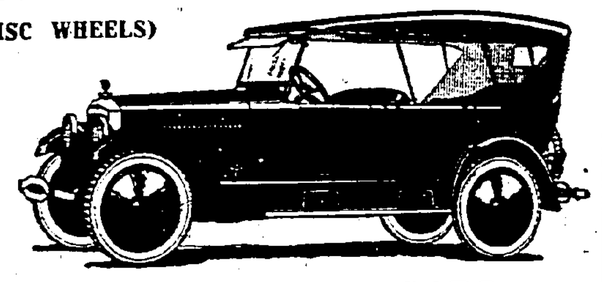

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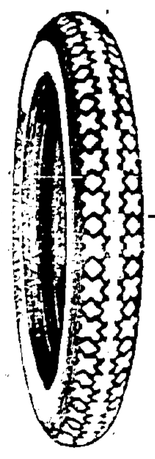

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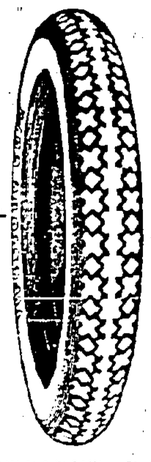

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MOTORISTS AND THE POLICE.

Another campaign of Persecution?

A motorist writes in a Home paper as follows:—During the past year or two the police have shown a rather more tolerant attitude towards motorists than has been their wont in the past.

The natural result has been that motorists have been lulled into a false sense of security, and have quite wrongly concluded that the old days of police persecution and trapping had gone for good. Some, therefore, have been taking liberties and enjoying a freedom with all the zest with which most humans enjoy a real novelty, only to be pulled up with a rude shock.

In many parts of the country the police are more active than ever, and in these districts it generally turns out that the magisterial benches are actuated by just the same anti-motoring prejudice that we believed to have died during the war.

THE "GOOD OLD DAYS."

In some respects, indeed, the police actions of to-day are even more unreasonable than they were in the "good old days" when everyone on mechanically propelled wheels sallied forth quite expecting to return with a summons hanging over his head, and congratulating himself as an exceptionally lucky individual if he did not.

Only the other day the police were busy in the picturesque Surrey village of Shere, the whole of the main street of which is covered by a ten-mile limit. Hidden behind the projecting wall of a house, two plain clothes men signalled to a uniformed man farther down the road—just under the rustic bridge, to be precise—whenever they imagined that the speed of a passing motorist was more than 10 m.p.h.

JUDGING SPEED BY SOUND.

Assuming that these two plain clothes men could judge the speed of a passing vehicle at all accurately, the victim would have no room for complaint, for he would know, or he ought to know, that he was in a ten mile limit, and if he exceeded it he would do so at his "own risk. But it is very easy to demonstrate that in this case, as in so many others that have come before the courts, the police really judge the speed of the vehicle by its sound. By coasting silently one may enter such a "trap" at any speed up to about 30 m.p.h. and nothing will be said. But drive into it on an indirect gear at about 15 m.p.h., and you will be pulled up immediately!

I spent half an hour one fine Sunday evening watching the working of the ten mile limit control at the entry into Guildford from the London side. Many a cheap, rattling American car and many a poor motor-cyclist was pulled up, while big silent Daimlers and Rolls-Royces swept through at twice the speed unchallenged.

The motorist has no redress, when his case comes before a magisterial bench. Nothing that he says will make much difference, as witness a recent day's work at Horsham, when, irrespective of the defence they put up, a large batch of motorists was fined on a scale according to the size of the vehicle each was driving.

MOTOR SPEEDING.

Police Methods Criticised.

The difficulties of the police in dealing with the ever-growing volume of motor traffic are enormous, says a Home paper. They are held responsible for securing the safety of the public, and if tragedies occur through breaches of the law by motorists there is at once an outcry: "Why are not the police more active?" This must be borne in mind when they do things which seem to motorists to be illogical and oppressive. There is a law which declares that motor vehicles over two tons in weight shall not travel on the roads at a higher speed than twelve miles an hour. It is precisely like the law (which still exists) that no motor of any sort shall exceed twenty miles an hour. These laws are dead letters, and it is useless to try to revive them.

When the first Motor Car Act was passed, there was a great prejudice against motors. They were new. People were not accustomed to them. They frightened horses. They were noisy, and on the roads of that era they raised an intolerable dust. They were regarded by horse-owners and pedestrians as an unmitigated nuisance, and few people had any conception of the developments that would follow their introduction. The attitude of a large part of the public was that of the old-time law which insisted that no self-propelled vehicle should travel at a greater speed than four miles an hour, and that every such vehicle should be preceeded by a man carrying a red flag to warn all and sundry of its approach.

The speed limit was a compromise. Many people thought it too high. Others, with a better intimation of what was likely to happen, prophesied that it would soon fall into disuetude. The latter were right. Nobody now argues that a twenty mile limit is of any practical use. The old principle of road users, that no person shall use the roads to the danger of the public, is the right one. There are circumstances in which twenty miles an hour, or even ten, is a criminal pace. But over lonely roads suited for motor traffic—great stretches of the countryside, and especially open roads on the moors of the West—there is no danger in fifty miles an hour, except to the occupants of the vehicles themselves, who may be left to look after their own safety.

If we apply that rule to the cases that have been exciting public opinion in Cornwall, during the last few days we shall see that the action taken by the police has only a remote relation to it. They summoned the drivers of a number of chars-a-bancs which had fallen into a "police trap." A busy day was selected, when there were large quantities of heavy traffic on the roads. A measured course was taken and the times of departure and arrival of the vehicles were telephoned from one end to the other, unknown to the victims of "trap." The cars were found to have covered the distance at speeds which varied between sixteen and twenty miles an hour, or more. Their drivers were all convicted. It is pointed out by the owners of the chars-a-bancs that if any real effort is made by the authorities to limit their speed to twelve miles an hour, the business is doomed.

The police reply is that there has been a great deal of reckless driving; that these enormous vehicles, travelling fast over narrow roads, are a peril to the public; and that the "trap" is the only means by which the police can bring them to book. Something is to be said for this point of view. But in this instance the trap was not of the right sort. If the police had kept watch on the cars on some notably dangerous point, through some town or village, or over some difficult piece of road with many "blind" corners, they would have been perfectly justified. But a trap set between towns a considerable distance apart is no criterion of the question whether a car is drived to the danger of the public or not. A man may drive sixty miles in an hour and a half, and yet be most cautious at any point on the road where there is danger. A man may take three hours on the same journey and yet be guilty of reckless driving at danger points. The safest way for the protection of the public and the general convenience is for the police to take action under the common law and ignore the regulations of the Motor Car Acts, which were made before modern conditions arose and contain much that would have been left out if they had been drawn up with greater knowledge and experience.

HOW TO USE AN ELECTRIC HORN.

Also How Not To Abuse It.

Hullo! what's gone wrong with your electric horn?" A reasonable experienced motorist made that remark to me in the following circumstances, says a writer in a Home paper.

I was very slowly—a literal 4 p.m.h.—rounding a corner across which an elderly lady was wheeling a perambulator. For some unknown reason she stopped in the middle of the road, right in front of the car.

I could have stopped dead in a yard, and she was some six yards in front. So I gave the press button a sharp and short "dab" and the electric horn responded with a gentle and subdued gr-r-r.

As the old lady "woke up" and moved on my friend made the above-quoted remark. And it showed that he did not understand the correct use of an electric horn.

VARY THE VOLUME.

When there is the slightest doubt as to the volume of warning sound requisite to ensure safety, give plenty. When you are certain that a very slight sound is quite adequate, give minimum compatible with the circumstances.

Had I in the circumstance outlined above given a full blast with the horn I should not only have been a "road hog," but should also have offended against Safety First principles.

You must keep the full volume of your electric horn for the occasions which it is really needed. And you must never allow yourself to fall into the bad habit of "driving on the horn"; it is one of the worst features of road-hogging.

On all occasions when you are certain that a very reduced sound is adequate (i.e., when you have ample control of the situation even if the warning sound fails to achieve the desired end) you should only make a minimum of noise.

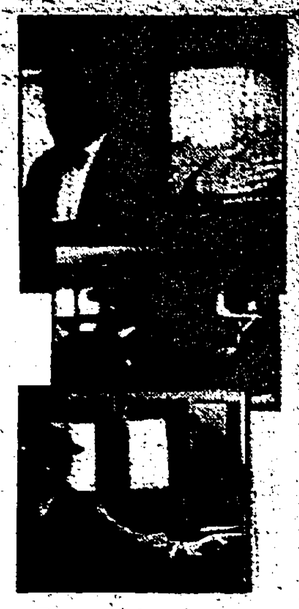
And my friend should have appreciated that I was so doing in the situation referred to instead of thinking that the horn had gone wrong.

POINTS TO WATCH.

It is however very important to select a really good electric horn. Never be tempted to save the odd shillings between an instument of known quality and one of unknown reliability.

The chief requirements are tone, penetrating capacity, and reliability. Simplicity of adjustment is also an important point and one which many makers stupidly overlook.

SAFETY FIRST!



Drivers' safety signals suggested by the Cleveland Safety Council. Top: arm straight out to signal stop; middle: arm out, circling forward, to signal right turn; bottom: arm out, index finger pointing to signal left turn.

And some electric horns take twice the amount of "juice" from your battery as others. You will appreciate that I cannot give you a list of names here!

But having got a good instrument keep it in proper adjustment so that you get the best note with minimum consumption of current. And remember that rain driving down the mouthpiece of the horn is not likely to improve its reliability.

AN IMPORTANT DETAIL.

Then there is the push button—quite a minor detail you think? On the contrary, it is very important especially in regard to its location.

You should always have it "handily" placed—in the real and most exacting meaning of the word "handily."

"You should not have to take your hand off the steering-wheel, and move it down to say, the steering column, in order to work the horn. That is all wrong.

The push button should be so placed that when your hand is in its normal driving position you can operate the horn instaneous. You must not require two-fifths of a second to get your hand from the steering-wheel to the push button.

At 30 m. p. h. your car travels 18ft. in two-fifths of a second. And in many emergencies you cannot afford to throw away 18 inches—let alone 18 feet.

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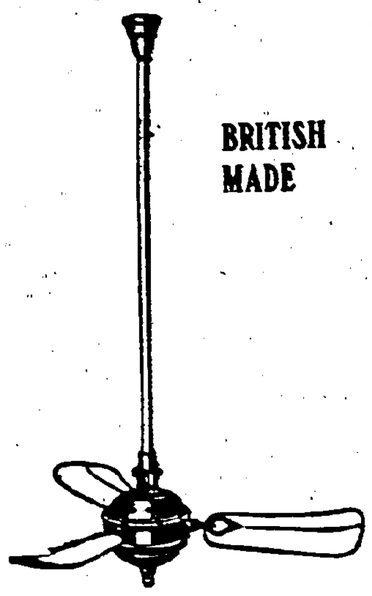

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RADIO NOTES AND NEWS.

Wireless for Villagers in England.

Busking by wireless is the latest form of village entertainment, and it is getting increasingly popular, says a writer in a Home paper.

I have been travelling in a special *Lloyd's News* motor-car fitted up by Marconis with their latest high-power reception set, and we have been broadcasting wireless concerts for the first time in the history of many of the remoter South Company villages.

There are still places where the only entertainments from town are the Barnstormers, which travel in vans round the countryside during the summer months.

But the pioneer work of the "*Lloyd's News*" van equipped by Marconis has created a new conversation in local hostelries.

The aerial is fixed above the car, and a loud speaker, which gives perfect definition over several hundred yards, can also be attached to a microphone arrangement, through which the concert manager can make his announcements.

We have been travelling through the Weald of Kent and our audiences have been enjoying wireless concerts in some instances for the first time. Of course the younger generation know all about wireless. But the older school are still a bit sceptical. Young "Jarge" can talk about amplifiers and induction till he is blue in the face, but old "Gaffer Brown" shouts encouragingly when 2 LO gets atmospherical, "Now then, boys, you had better put another record on."

He minds the time when they brought out those phonographs, and he is prepared to bet there is a man in the back of the box with a talking machine.

At Seal the children danced to the wireless on the village green and there were many sights that would have made glad the heart of "Uncle" up at the broadcasting station.

When broadcasting at Eccles the audience was swelled by charabanc loads of folk from neighbouring villages. And at another village the proprietor of the local fried fish shop begged for a return visit. He told us that after the show he sold out his stock for the first time.

Village folk know what they like and what they dislike in the London concerts. Bands and humorists' items are favourites, and so are some of the "talk." But there are others. They call them "bar turns."

Nothing on earth can drive some village enthusiasts away. We had a local highbrow the other night listening to "Midsummer Night's Dream," with the book of words in one hand and the rain pouring off his hat and down his neck without damping his enthusiasm.

At Goudhurst we found our most critical audience. They were nearly all experts, and knew as much about wireless as Tottenham knows about football. They have been educating themselves in Ye Olde Starre and Crowne, a 700-year-old hostelry in which a six-valve set roars at them nightly.

The water clock, dated 1636, facing the amplifiers no longer drips the hours away. But a more modern clock, dated about 1702, gives the signal to the wireless enthusiasts to line up and tune in. And when all the loud speakers in Goudhurst get going even Old Fry and Mrs. Penfold, who are 92, swear the noise will make the graves yawn up in the churchyard.

Goudhurst talks wireless every night, and one of the inhabitants tells me that he knew about wireless when Marconi was thinking about it. He says it was through a great storm occurring when he was on night duty a long time before the war.

He is looked upon here as a wizard by the lesser lights, for not only did he anticipate Senator Marconi, but he says he was really the inventor of the tank, and has shown me a burglary alarm which he invented.

At the close of the Goudhurst show there was only one really dissatisfied inhabitant, old Mr. Gardiner, who said he did not think much of our concert anyway. But as he has been stone deaf for many years his criticism can hardly be counted fair.

RADIO CONTROL IN GREAT BRITAIN.

Recent developments in England indicate that a strong effort will soon be made to relieve the amateur radio operator in that country from having to pay a proposed increase in license and buy his apparatus from the British Broadcasting Company. Radical steps to break the alleged monopoly are predicted although they may not remove the bar against foreign manufactured radio telephone sets. If development is to be permitted, the whole situation must be simplified many believe.

The new Postmaster General is said not to be especially sympathetic toward the present arrangement, but it is felt he will insist that apparatus be of United Kingdom manufacture. Many fans in Great Britain want to make their own receiving sets and utilize some manufactured parts. Today these radio fans can only secure an experimenter's license but after receiving their permits, they can use any kinds of a set or part they desire, and listen-in on all stations. These licenses, it is reported, remove them from the control of the British Broadcasting Company. It is assumed that they are engaged in experimental work, but they undoubtedly listen in on all broadcasting concerts.

The Radio Manufacturers' Association has suggested abandonment of the present method of securing revenue for the Broadcasting Company by lincense fees and royalties, and collecting the amount necessary for adequate revenue from the licence fee. Restrictions against the so-called "pirate" would then be tightened.

According to a statement in Parliament 35,383 experimenal licences have been issued while as many more applications are on file.

It is estimated that 200,000 individuals are using sets without licences because they cannot secure the licences they desire.

RADIO SITUATION IN IRELAND.

No definite policy has been announced by the Irish Government up to April 1 regarding its position with respect to wireless broadcasting, or the operation of private receiving sets. There is a small market for this class of equipment, which, since the regulations of the British post office and the British Broadcasting Company do not apply in Ireland, is open to foreign manufacturers.

TRACEING CRIMINALS BY WIRELESS.

Scotland Yard is to have two new transmitters of 500 watts power each. Major T. H. Vitty, engineer, and Mr. G. A. H. Wootton, wireless expert of Scotland Yard, were chiefly concerned in the recent experiments which led to the purchase of the new sets. The adoption of wireless by the police force will assist in cases of intricate and baffling natures, which necessitate inquiries in several directions. Many local constabularies are watching with interest this innovation at Scotland Yard.

THE WIRELESS CRAZE.

Wireless is responsible for a new trouble that has arisen in an electrical engineering works as a consequence of broadcasting developments. The apprentices developed a habit of making wireless parts in their spare time with their employer's material.

A SPECIAL WIRELESS TELEPHONE.

A demonstration of the use of wireless telephony on aircraft was given to Sir Samuel Hoare, Secretary of State for Air, and Lady Hoare, when they recently flew to Gothenburg, Sweden. The aeroplane in which they travelled was fitted with a Marconi A.D.2 Wireless Telephone Set, and extra phones were provided to enable Sir Samuel and Lady Hoare to listen to the conversation with the wireless statations during the voyage.

WATER AS AERIAL.

Streams of salt water, thrown high into the air, can be used as a transmitting aerial by broadcasting stations. Experiments with this medium have been successfully carried out. With special apparatus wire connections were made from a powerful broadcasting apparatus to a large steam of water pumped into the air, and communications were established over a distance of eighty miles.

This method may prove very useful in cases of emergency on board battleships.

GOLF POINTS.

Answers to Questions.

[BY "PRO."]

Question.—Must a player's ball lie on the green in order for him to have the right to remove some loose impediment that is on the green and which he feels may affect his next shot, possibly prevent him from holeing out?

Answer.—A player has the right to remove loose impediment from the putting green even though his ball does not lie on the green. The rule states that the player has such a right, irrespective of the position of the player's ball. Which would mean that it doesn't matter whether the ball is on the putting green, through the green or in a hazard.

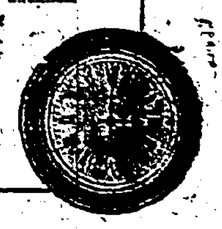
Question.—Smith and Jones are playing a handicap match in which Smith is giving Jones a stroke a hole. On a certain hole they both score a 6. Deducting the stroke that Smith is giving him, Jones has a 5 for the hole. Smith had the honour at the hole in question. Does he retain the honour since both had a 6, or does the fact that Jones, less his handicap stroke, had a 5, entitle him to the honour at the next hole?

Answer.—Jones has the honour next hole. The fact that both players made a 6 is given no consideration. Jones, by deducting his stroke allowance, won the hole with a 5 and is entitled to the honour at the next tee.

Question.—When a ball is hit by an opponent's ball on the fairway must the ball be dropped or replaced as near as possible to its original position?

Answer.—It must be dropped. Balls can only be placed on the putting green.

SYNCHRONOME
ELECTRIC CLOCKS.
THE
"SYNCHRONOME"
System of Electrical Impulse Clocks
consists of
An Electrically-Driven Pendulum which operates any number of Dials.
The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner.
Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures *uniform and accurate time-keeping* (without winding up or any other attention.
They are correct to within half a minute in six months.
Let us quote you for complete installation.
SHEWAN TOMES & CO.
Sole Agents.
Tel. 781.



JUST RECEIVED A CONSIGNMENT
OF
Squibb's Dental Cream
(Milk of Magnesia Base)
For the care and preservation of the teeth and gums to be obtained at—
THE COLONIAL DISPENSARY
Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

"Of Course It's as Good as New!"

"MY WARDROBE WAS GETTING TO LOOK SO WORN. I JUST HAD TO DO SOMETHING TO BRIGHTEN IT UP. AND THAT MEANS, OF COURSE, THAT I TOOK IT TO THE PREMIER CLEANERS, WHO CAN ALWAYS BE RELIED UPON TO PUT NEW FRESHNESS AND CHARM INTO CLOTHES THAT LOOK 'TIRED' NEEDLESS TO SAY, I WAS DELIGHTED WITH THEIR EXCELLENT WORK AND REASONABLE PRICES."
STEAM LAUNDRY CO.
HEAD OFFICE & WORKS, YAUMATI. Tel. K. 32.
HONGKONG DEPOT. 16, Stanley Street Tel. C. 1279.

THE HUMAN ZOO

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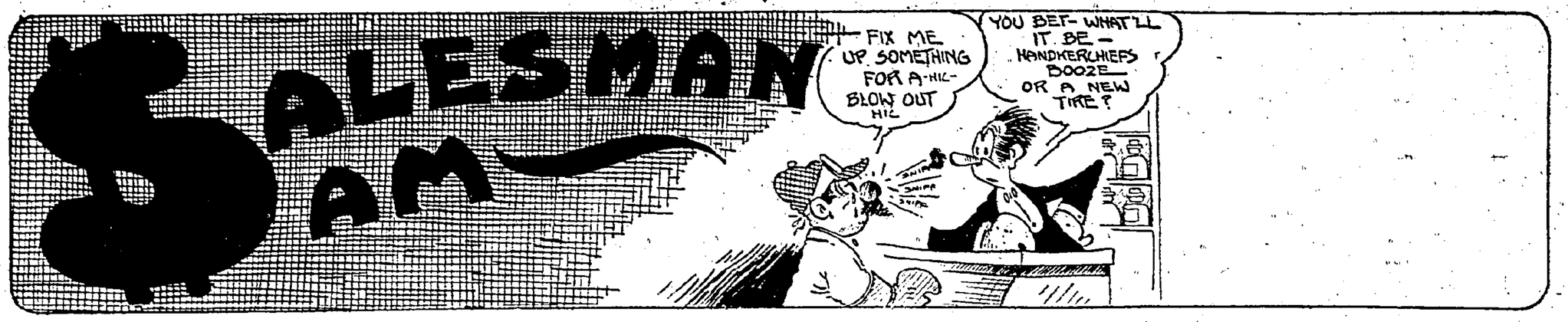
POUTER PIGEON—Specimen No. 185

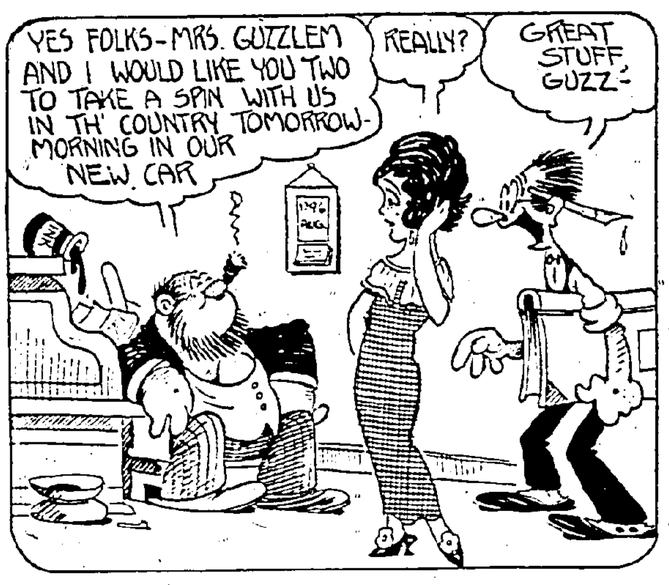
"Pardon me, but we girls are doing Bohemia, don't you know. Won't you tell us where the principal sights are?"

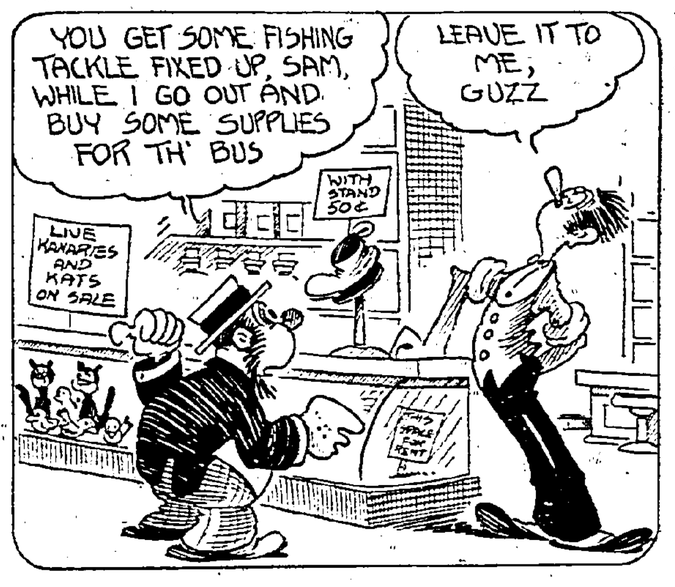
"Ask some one else, lady; modesty forbids me to answer."

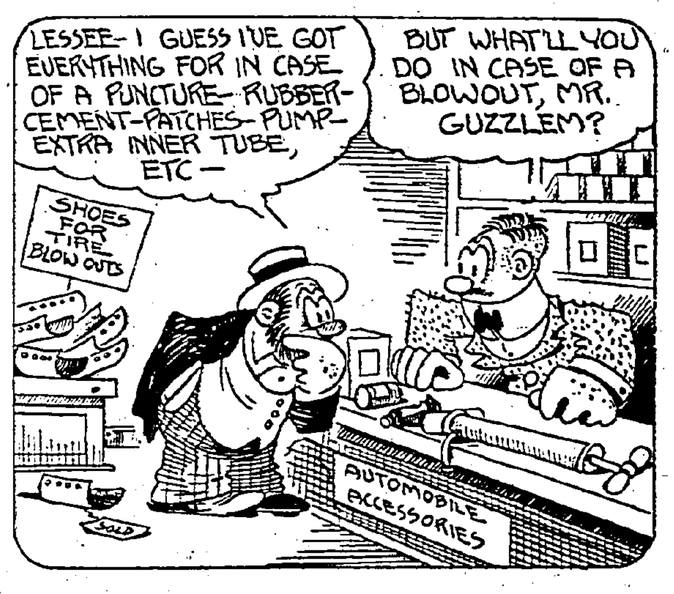
Foamite Firefoam
Is the most effective and economical protection your home can have against the demon——

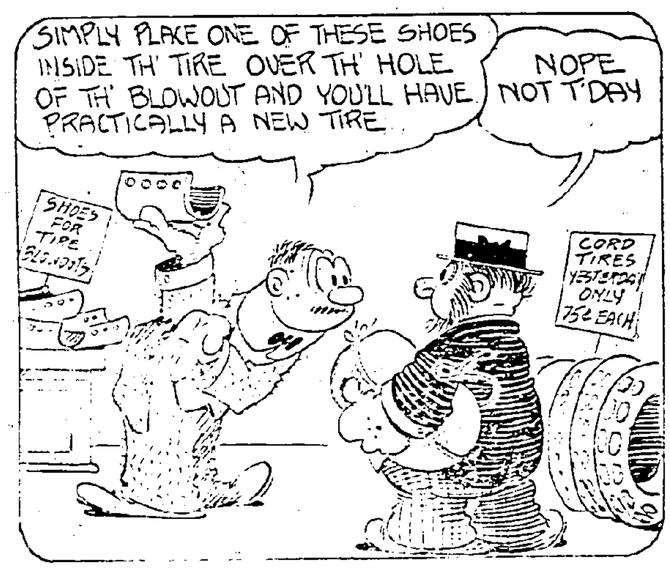
APPROVED AND ADOPTED BY THE HONGKONG FIRE BRIGADE
FULL PARTICULARS FROM:—
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
2, QUEEN'S BUILDINGS
Tel. Central 236

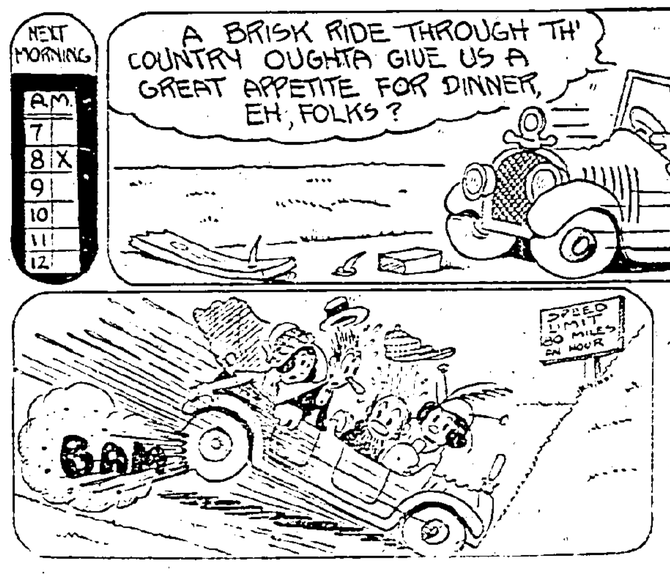

SALESMAN SAM
FIX ME UP SOMETHING FOR A HIC- BLOW OUT HIC
YOU BET- WHAT'LL IT BE— HANDKERCHIEFS BOOZE— OR A NEW TIRE?

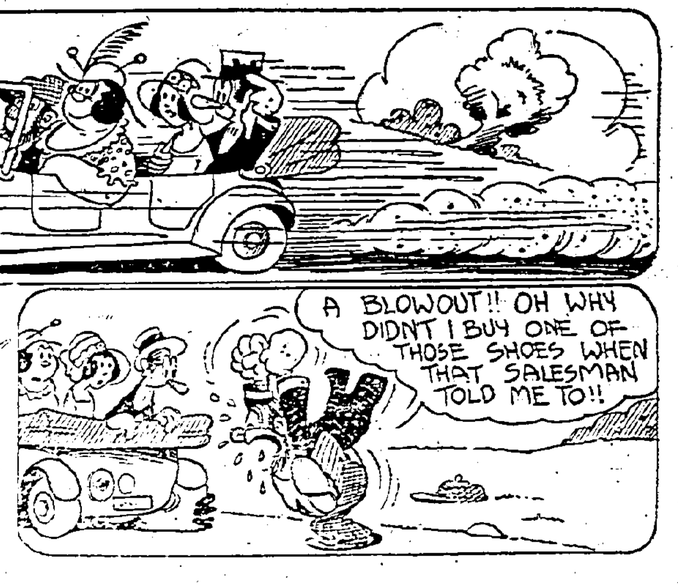

YES FOLKS- MRS. GUZZLEM AND I WOULD LIKE YOU TWO TO TAKE A SPIN WITH US IN TH' COUNTRY TOMORROW- MORNING IN OUR NEW CAR
REALLY?
GREAT STUFF GUZZ-

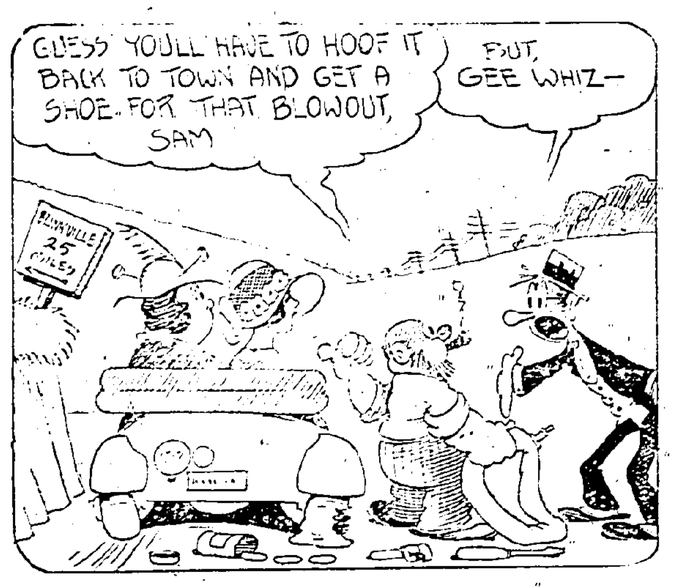

YOU GET SOME FISHING TACKLE FIXED UP, SAM, WHILE I GO OUT AND BUY SOME SUPPLIES FOR TH' BUS
LEAVE IT TO ME, GUZZ
LIVE CANARIES AND KATS ON SALE
WITH STAND 50¢

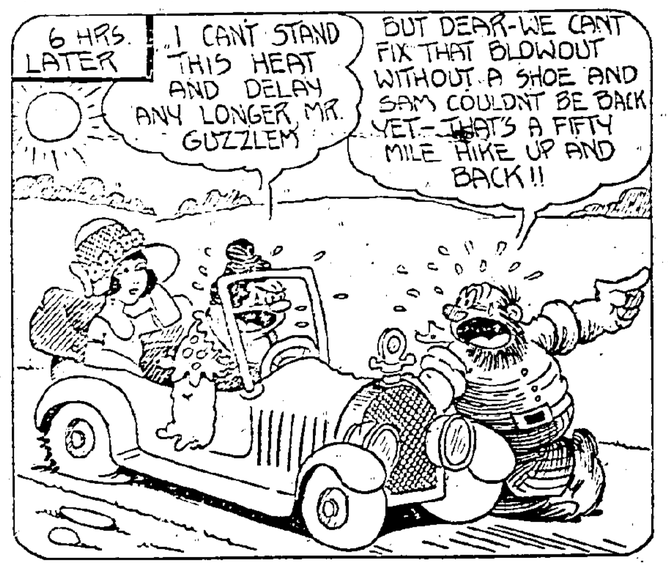

LESSEE- I GUESS I'VE GOT EVERYTHING FOR IN CASE OF A PUNCTURE- RUBBER- CEMENT- PATCHES- PUMP- EXTRA INNER TUBE, ETC—
BUT WHAT'LL YOU DO IN CASE OF A BLOWOUT, MR. GUZZLEM?
SHOES FOR TIRE BLOW OUTS
AUTOMOBILE ACCESSORIES
SOLD

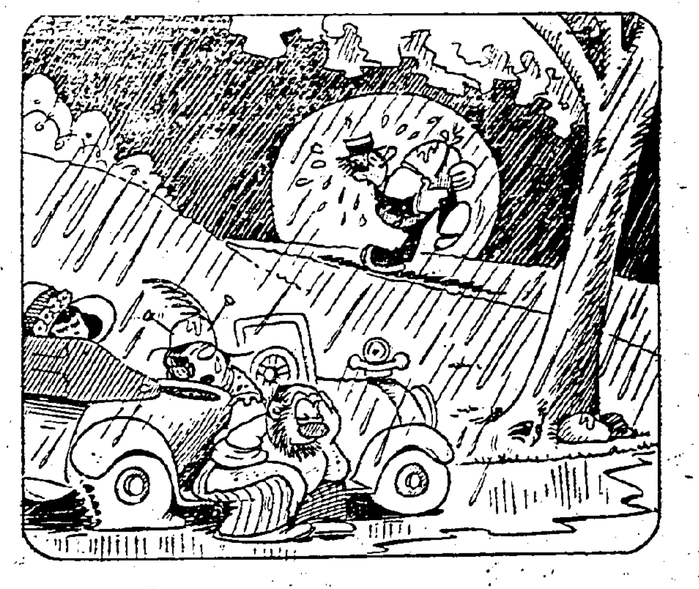

SIMPLY PLACE ONE OF THESE SHOES INSIDE TH' TIRE OVER TH' HOLE OF TH' BLOWOUT AND YOU'LL HAVE PRACTICALLY A NEW TIRE
NOPE NOT T'DAY
SHOES FOR TIRE BLOWOUTS
CORD TIRES YESTERDAY ONLY 75¢ EACH


NEXT MORNING
A.M.
7
8 X
9
10
11
12
A BRISK RIDE THROUGH TH' COUNTRY OUGHTA GIVE US A GREAT APPETITE FOR DINNER, EH, FOLKS?
SPEED LIMIT 60 MILES PER HOUR
SAM


A BLOWOUT!! OH WHY DIDN'T I BUY ONE OF THOSE SHOES WHEN THAT SALESMAN TOLD ME TO!!

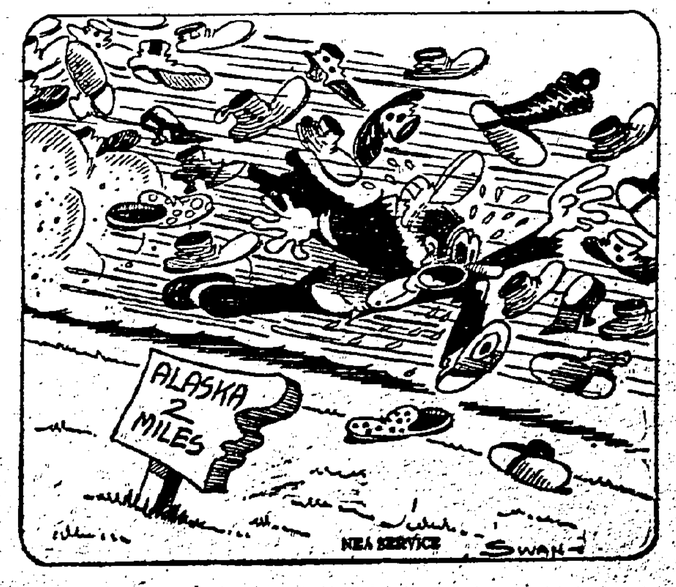

GUESS YOU'LL HAVE TO HOOF IT BACK TO TOWN AND GET A SHOE FOR THAT BLOWOUT, SAM
BUT, GEE WHIZ—
BROWNVILLE 25 MILES


6 HRS. LATER
I CAN'T STAND THIS HEAT AND DELAY ANY LONGER, MR. GUZZLEM
BUT DEAR- WE CAN'T FIX THAT BLOWOUT WITHOUT A SHOE AND SAM COULDN'T BE BACK YET- THAT'S A FIFTY MILE HIKE UP AND BACK!!



GREAT SCOTT, MAN!! HOW MANY DID YOU BUY?
WELL, YOU DIDN'T TELL ME WHAT SIZE YOU WANTED—
FOR SALE SHOE STORE
SLOP.

SO I GOT A WHOLE ASSORTMENT OF 'EM
RUBBER FOR FISHING


ALASKA 2 MILES
NEA SERVICE
SWAN

Hongkong Telegraph

By Special Arrangement with the Shanghai Sunday Times.

SATURDAY, SEPTEMBER 29, 1923.

FURTHER PICTURES OF JAPANESE DISASTER

THE CENTRE OF TOKYO INTO DESOLATED AREA.

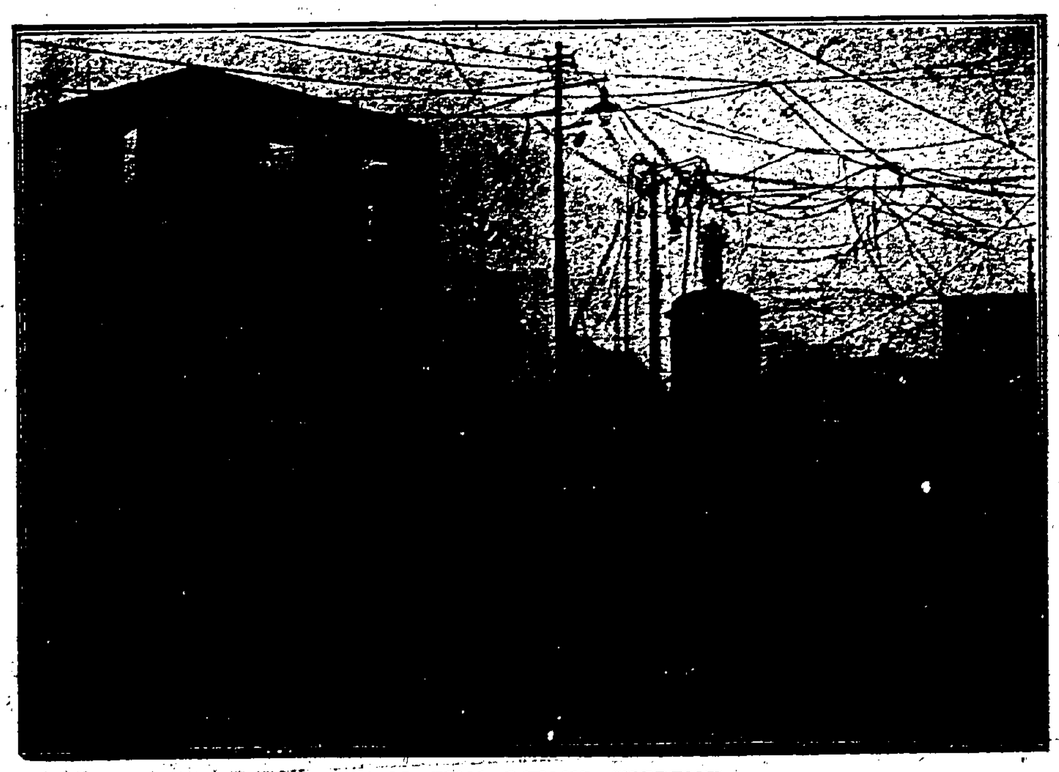
This remarkable picture taken after the earthquake and fire had laid waste to Tokyo gives a good idea of the extent of the destruction. The area included in the picture was once one of the most important parts of Tokyo and contained many large buildings and offices of commercial firms. Within a period of minutes huge architectural monuments of Japanese progress were reduced to dust, and the fire that swept over afterwards completed the utter ruin. Some of the buildings, few of which were left standing, charred walls marking the rest, are the Imperial Hotel; Department of Justice; "Japan Advertiser;" Aikokon Seimpo Insurance Co.; Hibiya Park (beyond) Imperial Palace, elevated railway running along background; Tokyo Kaiun hall; Tokyo "Nichi Nichi Shimbun;" "Hoshishinbun;" Tokyo Municipal Building; Tokyo Central Station and Mitsukoshi Department Store.

WHOLE STREET IS FUEL FOR FLAMES.

The whole stretch of Yarakucho Street provided fuel for the flames that destroyed a large part of Tokyo after a succession of earthquakes had done tremendous damage. This picture, taken from the Imperial Hotel, which was one of the very few buildings left standing in the district, shows the fire slowly creeping up the street.

THE CREEPING FIRES.

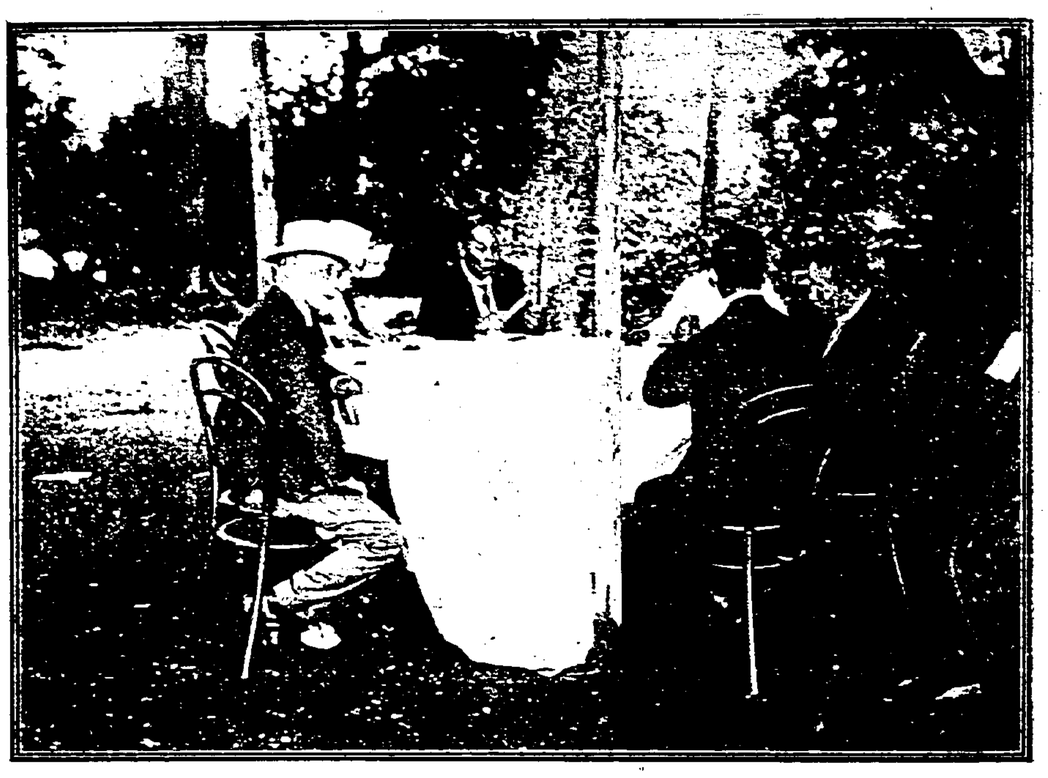
Thousands of people watched the flames encompass Tokyo after the earthquake and eat up everything in their pathway. This picture was taken in Yamashita Street in Kyobashi ward.



DESOLATION REIGNS SUPREME.

Only photographs can register the utter desolation that marred Japan's beautiful capital when the shocks had ceased and the flames had died down. This picture, taken at Kajibash Bridge, Kyobashiku, tells its own story. Notice the ruined motor cycles in the right corner.

Havoc Wrought By Earthquake Disaster Vividly Recorded By The Camera



CABINET MEETS ON THE LAWN.

The lawn was the safest place to stay while shock after shock shattered Tokyo. The Cabinet was not immune. Our picture shows one of the first Cabinet meetings at the Premier's house in Tokyo. The Premier is on the left, wearing a light hat.

TOWER CRASHES TO GROUND.

The tower of this building fell at the first quake and killed a number of people who were passing below. The picture was taken in Tsukiji, Kyobashi ward.

EVERYTHING FELL FLAT.

Houses collapsed in the Tokyo earthquake as if they were of matchboard. Our picture shows a typical scene in Hibiya ward where motor cars were buried in the debris.

THIS WAS ONCE THE BUSINESS QUARTER.

The business quarter of Tokyo suffered terribly. Stark, utter ruin covers areas where once the business of Japan was, in large measure, transacted.

WAGON TRAPPED BY FALLING DEBRIS.

Similar scenes to this dotted Tokyo streets after the quake. The wall crashed and trapped both horse and driver, while the wagon was partially plunged into a crack made in the ground.

ONCE STATE BUILDINGS, NOW RUINS.

This ruined building was once a state building in Ginza street but it fell victim to quake and fire.

ANOTHER RECORD.

Over 87 Miles an Hour.

Both Victor Horsman and Herbert le Vack broke records at Brooklands recently. Although travelling over a wet track Horsman with his three and a half horse-power Triumph and sidecar, created world's records for five and ten miles, covering the former distance in 3min. 52.85sec., which represents 77.30 m.p.h. His time for ten miles was 8min. 0.55sec.—74.91 m.p.h.

Le Vack, on a two and three-quarter New Imperial, riding solo, created world's records for the same distances in Class B. His time for the five miles flying start was 3min. 25.59sec.—87.55 m.p.h., and for ten miles from a standing start 7min. 0.014sec.—equal to 85.68 m.p.h.

FORD SALES.

TWO NEW RECORDS.

Detroit, Mich., Aug. 10. July brought two new sales records to the Ford Motor Company.

In addition to bringing retail deliveries of Ford cars and trucks into the mid-summer season with a new high record for the month, July also carried the sales figures for the year past the million mark.

Increasing popularity of the Ford is most strikingly illustrated in the figures just announced which show that from January 1 to August 1 this year sales of cars and trucks by the Ford Motor Company totalled 1,050,986 in the United States alone. And the rapidity of the increase in demand is further emphasized by the fact that sales for the first seven months of the year, during which the million mark was passed, were 391,796 greater than for the same period last year when they totalled 659,190.

July sales mounted to 156,908, an increase of 36,821 over the same month a year ago. For sixteen consecutive months now, Ford sales have been well over 100,000 every month.

Production, which by the way, is set at the higher schedule for August than any month, so far, apparently continues to be the only factor limiting sales of Ford cars and trucks.

The local agents are Messrs. Alex Ross and Co.

THE MOTOR VAN.

Cheap Oil Evils.

The following article which appeared in *The Grocer* bears out sound arguments in a manner that should convert any reader who has not given to the subject the thought that it deserves:—

"About every twelve months I am brought into contact with an engine that has been ruined through its owner trying to save a few shillings on a drum of oil. Usually it is a pleasure car, but this time a light van some four months old is concerned.

A smooth-tongued individual, representing an alleged oil company, called on the owner, inquired how much he was paying for his oil, and offered him a five-gallon drum at half the price. He gave the usual assurances that what he was supplying constituted the last word in lubrication. The owner, as a business man, was naturally attracted by the prospect of halving his oil bill, and when a sheaf of analyses was produced as a testimony to the quality of the stuff offered, not having the faintest idea what they were all about, he gave his order.

For the first few hundred miles everything appeared to be satisfactory. Not a motorist himself, he was not able to appreciate anything different in the running of the engine, and his driver did not complain. Moreover, as the sump was not drained when the new oil was put in, it had, to some extent, the benefit of the body and heat resisting qualities of the first-class lubricant he had been using. Then, one day, owing to tyre trouble, the driver had to make up time on the homeward journey, and for twelve miles or so the accelerator was pressed down hard. At the end of this distance, within a mile of the garage, the back piston seized, the con-rod was bent, and the cylinder scored beyond repair. As the engine has its cylinders cast en bloc, the total bill for repairs and renewals would probably pay for oil of the best brands for the next five years.

Yet this penny-wise policy is common. Experienced owners, who have learnt the economy of the best as regards tyres and other items, are prone to be niggardly over the oil bill; very often for the sake of saving a few coppers a gallon. The necessity for the finest oils obtainable cannot be over-emphasised; the best are not really good enough for the high speeds and high temperatures they are called upon to endure. The leading oil companies have been at great pains to find a grade of oil suitable for practically every type of vehicle—ancient and modern—and if their prices are slightly in excess of unknown firms, the certainty of good service is worth paying something for. Many of the obscure concerns are merely importers of what is left over when the oil companies have had the pick of the market.

Although the purchase of a good brand of oil is half the battle it is important also that it shall be of a grade suited to the engine. There is a mistaken idea prevalent among the uninitiated that any good oil will do, provided it is not of too light a body. But while it is advisable to err, if at all, on the side of density, it is unwise to overdo it. This is especially true in cold weather, because a heavy viscous oil takes some minutes to warm up sufficiently to circulate properly, and this means that some parts of the engine will not receive their due share. However, as mentioned previously, verification is only a matter of referring to the makers chart, and, unless one has an exceptional knowledge of oils, it is folly to use any grade other than that recommended by each concern."

MOTOR-CARS & CYCLES IN CEYLON.

Mr. H.L. Dowbiggin, Inspector-General of Police, Ceylon, gives figures of registered motor cars and cycles in this Administrative report:—

There are 4,062 registered motor cars and 1,880 motor cycles in the island. Of these, 349 motor cars are registered for trade purposes and 837 as public conveyances. There are in the Island 217 motor buses for conveying passengers for hire. The number of taxi-cabs on the streets in Colombo is 22. The number of motor vehicles in the Island has increased from 745 in 1911 to 5942 in 1922. There are 6,926 persons licensed to drive motor vehicles.

10,000-MILE TRIAL.

Good Work by Dorman Engine.

A writer in *Indian and Eastern Motors* says:—

There is, just now, a perfect deluge of R. A. C. certificates and the performances under them might very well be termed, with Duminie Sampson, "prodeegious!" But the one I wish more particularly to refer to relates to a 10,000 miles trial with a 10-15 h.p. Westcar, entered by Major B. Prescott-Westcar, O.B.E., of Herne, Kent.

From March 5 to April 19, the car covered 10,024.2 miles. The road portion of the trial was covered at a set average speed (running time only) of 19.8 m.p.h. After the road portion of the trial, the car was timed over the flying half-mile on Brooklands Track, and attained a speed of 43.96 m.p.h.

Now, the four-cylindered engine in this Westcar was entered separately, by Messrs. W. H. Dorman and Co., Ltd., of Foregate Street, Stafford. It was described as the 4. M.V. type, and had a bore of 69 mm. and stroke of 100 mm., so that the cubic capacity was 1,496 and the rating 11.9. The R.A.C. certificate gives the total distance covered, as stated above. The fuel consumption was 37.19 miles per gallon (equivalent to, 41.59 ton-miles per gallon). With regard to the oil consumption, the engine sump contained 5½ pints at the start of the trial, and was not drained during the trial. The amount of oil put in during the trial (excluding the initial quantity in the sump), was 3 gallons 4½ pints, equivalent to 2,808 miles per gallon.

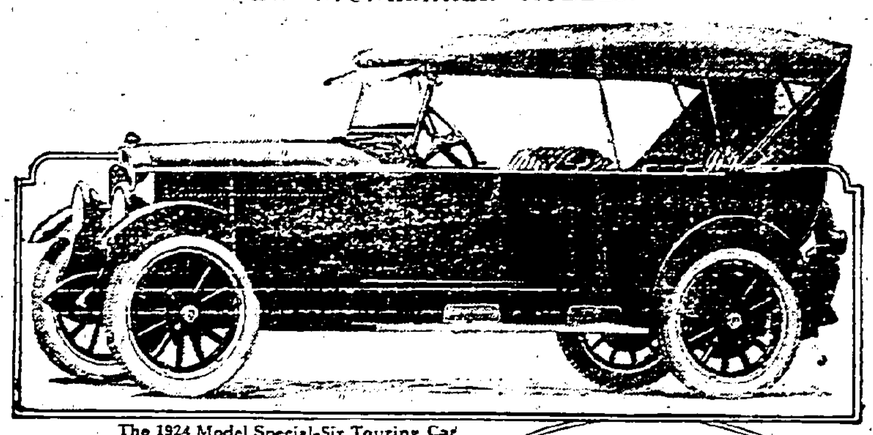
As to the water consumption, the total amount of water put into the radiator during the trial was 2 gallons 5½ pints.

Touching the work done, no repairs were made to the engine during the whole of the trial, but the following adjustments were made: 1,733 miles, dynamo belt (4 mins.); 2,447 miles, fan and dynamo belts (2½ mins.); 4,716 miles, dynamo belt (3 mins.).

In general, observations towards the end of the trial, the engine was inclined to misfire, or appear weak, on two cylinders. It was found, after the trial, that the exhaust valve heads, on the two back cylinders, were considerably damaged by heat.

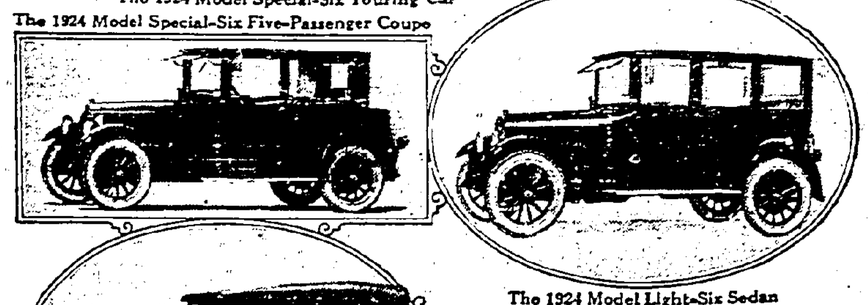
I am glad that attention has again been thus drawn to the Dorman engine, of which, of late, we have heard too little. Its performance during this trial confirms my belief that it stands in the front rank of prime movers, and, in assembled cars, is a unit of proved excellence and reliability. In bygone days, we heard a lot of Dorman performances, but for some time now, not a mention of them. I am glad it is again to the fore, and I hope to hear more and more about it.

NEW STUDEBAKER MODELS.

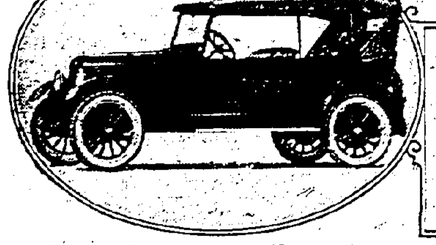


The 1924 Model Special-Six Touring Car

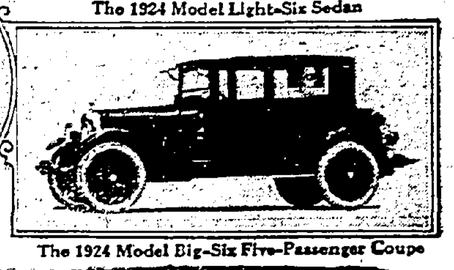
The 1924 Model Special-Six Five-Passenger Coupe



The 1924 Model Light-Six Sedan

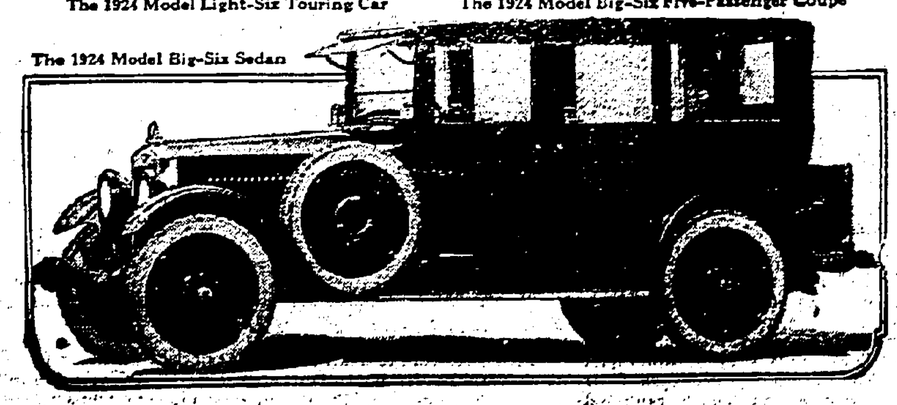


The 1924 Model Light-Six Touring Car



The 1924 Model Big-Six Five-Passenger Coupe

The 1924 Model Big-Six Sedan



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CORD TYRES.

FIT DUNLOP CORDS

They give maximun service at minimum cost-per-mile.

Obtainable from stocks carried by Hongkong & Kowloon Taxicab Co., Ltd. Kowloon. J. Gibbs & Co. Alexandra Buildings, C.704 (Sundays & Holidays C.4532) and from the

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Founders throughout the World of the Pneumatic Tyre Industry.

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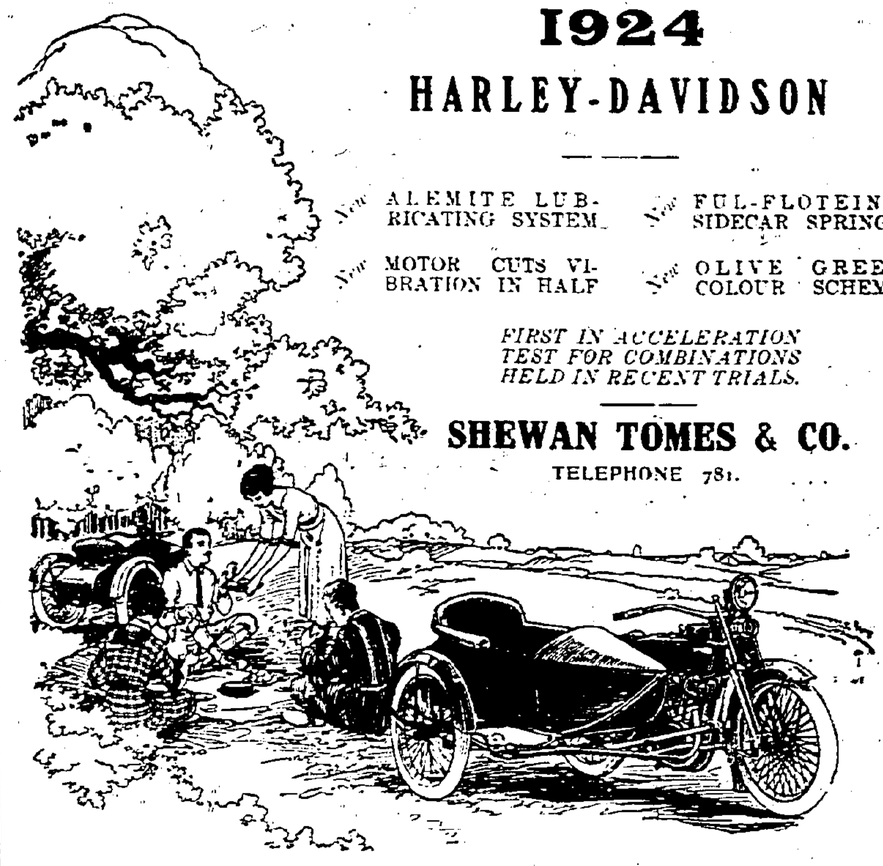

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New FUL-FLOTEING SIDECAR SPRINGS

New MOTOR CUTS VIBRATION IN HALF

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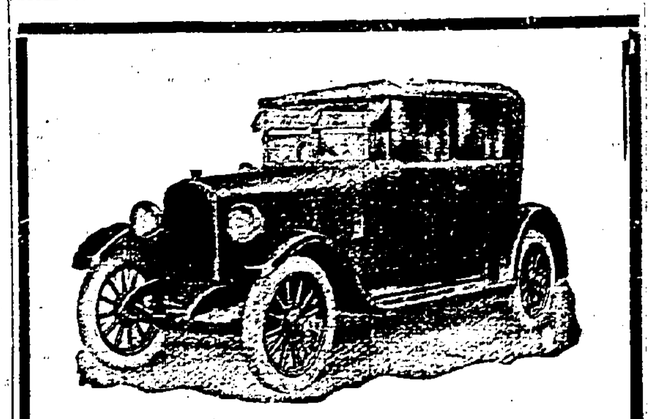

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By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices.

Immediate delivery can be given on 20 h.p. Touring Models.

Prompt shipment on all other models.

Catalogues may be obtained from the

SOLE AGENTS:

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Telephone Central 2487.

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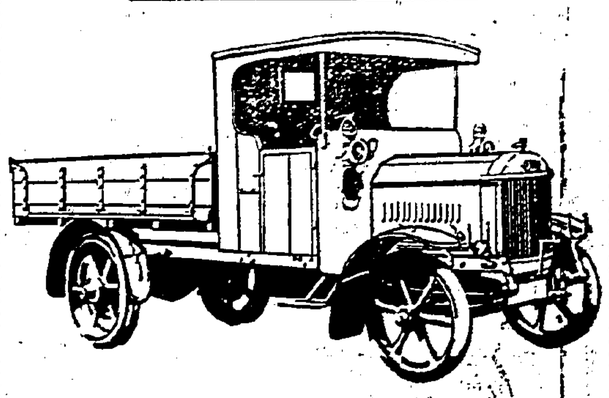

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2—2½ ton truck chassis—£740. 0 0 c. i. f. Hongkong.

THE TRUCK WHICH HAS PROVED ITS WORTH IN HONGKONG

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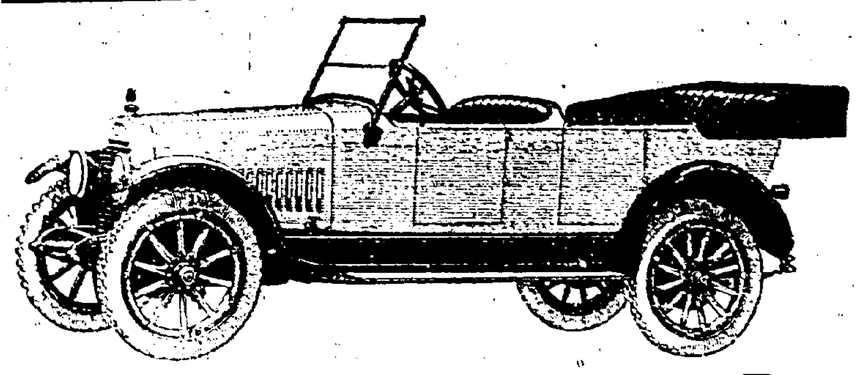
HUDSON



Why Hudson Owners Buy Hudsons Again and Again

Most Hudson owners remain Hudson owners. They find nothing to tempt them elsewhere. Some have owned five, ten, sixteen successive Hudsons.

They have found each succeeding Hudson a better, smoother, finer car.

Those who drive to-day's Super-Six call it the greatest Hudson ever built. Its price makes it conspicuous not only among cars of comparable fineness, but even among those that you never classify with Hudson in quality.

4—Passenger Phaeton $3,900. 7—Passenger Phaeton $4,000

These Letters Typical of What All Say

"The wonderful service I have had from eight previous Hudsons, including all models, operated under all conditions, has just resulted in the purchase of my ninth Hudson."

JOHN F. GLYNN, Jr.
The Penn Mutual Life Insurance Co.
New Orleans, La.

"I have owned seven Hudsons in succession. The fact that I have stuck to Hudsons for so many years indicates their excellent service."

J. C. BILLINGSLEA.
Chicago, Ill.

"We have owned four Hudsons in succession. Our next car will be a Hudson. There are cars that cost more money, but I am sure they cannot give more satisfaction than the Hudson Super-Six."

ALEX. J. BAXTER.
Schenectady, N. Y.

Hudson Also Builds THE ESSEX.

THE DRAGON MOTOR CAR CO., LTD.

Latest Models on view at our Sales and Service Station.

Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING.

THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of the tyre and improves the running of the Car.

AGENTS:—

LEPACK & CO., LTD.

50 52 Queen's Rd. Central.

WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition:—

OLDSMOBILES	5 Seaters, at	$1.800.00
"	5 Seaters, at	$1.500.00
STUDEBACKERS	5 Seaters, at	$1.800.00
"	5 Seaters, at	$1.500.00
ESSEXS	5 Seaters, at	$1.500.00
ESSEX SEDAN	5 Seaters, at	$3.000.00

Write for full particulars to:—

P.O. Box 635 or Tel. K.765 (After 7 p.m.)

DEMONSTRATION TRIPS ON REQUEST.

SUPERCHARGING MOTORS.

The Aim and Effect.

In the motor competition season that has come to an end with the exception of track racing at Weybridge and at Monza, it will be observed that one of the novelties of 1923 has been the permission, for the first time, for superchargers to be used in connection with engines figuring in the American Blue Ribbon.

The object of supercharging, which can be done by various means—none of which has been developed yet to the pitch at which it can be standardised with the assurance that it will be reliable, as are other long familiar features of engines—is, in effect, to give the pilot the power to vary his cylinder volume. Hence the puzzle of introducing any such device into motor-car racing as long as it is conducted on the present basis of classification by limitation of cylinder capacity. Most folk understand what is meant when one discusses the "ceiling" or the "roof" in connection with flying. They realise that the higher you rise the less dense the atmosphere. Roughly, up to about two miles the normal system of designing an engine suffices. But higher the compression is lowered to an extent out of ratio to the reduced resistance to flying. If, as you flew higher, you found the reduced resistance to forward travel maintaining a strict ratio to the lowered density of the air, then there would be no need to supercharge. Unfortunately, there is no such maintainance of proportion in practice. Therefore, when you want to rise, as is often needful, several miles in the air something must be done to enable your engine to continue to give at those altitudes the same amount of power that it develops at ground level. Many means have been tried, including variations of stroke in the engine, which is one way of varying the volume of the cylinders, otherwise the compression. It is generally accepted as a result of extensive and extraordinarily varied experience, that supercharging, otherwise forcing gas into the cylinders by supplementary means, mostly of the blower type, promises to be the most practical method.

WHY A MOTOR CAR NEEDS OILING.

Some Remarkable Figures of Unobtrusive Work.

The car manufacturer is always very insistent about the careful lubrication of the chassis, says a writer in a Home paper. In his instruction manual he tells you how often to lubricate everything. And, except for attending to the engine, very few drivers do as they are told.

More or less obviously the reason for this is the fact that the chassis can be ill-treated from the lubrication standpoint—and will not make any drastic complaint. We attend rigorously to the oil needs of the engine—because we know there will be trouble if we do not.

But gearboxes, back axles, universal joints, steering connections, and so on, continue to give good service even though we ignore the instructions for their care. Does this fact justify us in neglecting to give that care?

AN IDEAL IDEAL.

If you want a plain answer to a plain question, I must say "No." But as one who is a "bit of a sinner myself," there are two sides to the question.

Very frequently the manufacturer overdoes his lubrictions. In a way he draws a red herring across the trail of his own failings, and he passes on responsibility to the buyer.

The ideal car should have one place, and one place only, into which the driver should have to pour oil—i.e., the engine or a tank above the engine, and the whole of the chassis should be lubricated from that central reservoir.

This ideal may not be practicable at the moment, but many cars are much nearer to it than others. For example, in some cases you only have to lubricate about half a dozen points. In others you are supposed to attend to three dozen and even more.

Until we have the ideal car, however, we must try and adopt the happy medium. And it may help you if I give you a few quantity figures to show how much work these oft-neglected parts have to accomplish.

SOME ASTONISHING FIGURES.

Shall we start with the front wheels?—the rear ones look after themselves if you attend to the back axle. The front wheels of your car, on an average yearly mileage, revolve from 5000 to 100,000 times a week. Don't they earn lubrication attention, say, once in six months?

The propeller shaft, with its universal joints, and bearings for the small level or worm gear, will revolve, from, say, 250,000 to 400,000 times a week. It must also have lubrication given automatically in some cars as regards the forward end, and in most as regards the rear end.

We take the engine as receiving attention, but may note in passing that the pistons travel, say, 2,000-odd miles a year.

But what of the fan spindle? How often do we think to screw down the greaser or replenish it with grease? Yet the fan has to revole, perhaps, 750,000 times a week for normal driving.

And what of the magneto? Do you occasionally quench its thirst with two or three drops of oil as a reward for its 350,000 revolutions per week?

WHERE DUTY STEPS IN.

The magneto is a very good friend, and oft neglected. Yet in the course of a year's running it generates enough high tension current) wonderfully harnessed to your needs) to make a lightning flash some 15 miles long. Give it its hard-earned drop of oil occasionally. Finally, do you ever stop to think what vitally important service the steering connectors on your car render? Do they not carry safety and that of the passengers in your car?

And how often do we see them all rusty and totally uncared for? Neglect your gearbox, back axle, fan clutch shaft bearings, and so on if you have a mind to. But do not neglect your steering joints. You have a moral duty not only to yourself and passengers, but also to other road users.

100 M.P.H. IN PORTUGAL.

In winning the speed championship of Portugal on an o.h.v. Brough Superior, Alvaro Andrea attained the wonderful speed of 101.62 m.p.h. His actual winning speeds in the championships were: 99.43 m.p.h. (solo) and 82.03 m.p.h. (sidecar) over the flying kilom., electrical timing by two official timekeepers being employed.

MEANING OF HORSE-POWER.

Explanation of Little Understood Term.

This article is written by a writer in a Home paper in answer to a lady correspondent, who asks "What—exactly—is horse-power, and what does the word mean in relation to a motor-car engine?" He says:—

It is probable that many readers are not fully acquainted with the subject, so I will endeavour to explain it in a simple manner.

The word horse-power was originally adopted by engineers to indicate—the power of a horse! That's quite simple!

But it was an unfortunate choice, in that the power developed by our equine friend varies enormously. Take, as examples, extremes of a powerful cart horse straining up hill with a heavy load, and a hunter trotting lightly home with, say, my fair correspondent astride its back.

The former is probably exerting ten times the "horse-power" of the latter.

THE POWER OF A HORSE.

But in the mechanical world we have laid down an arbitrary quantity of work done to represent one horse-power. It is the quantity of work which is equivalent to raising 33,000lb. through one foot in one minute.

When we speak of the horse-power of an engine we mean the rate at which it does its work. Power is the rate of doing work.

You should know however, that a normally strong horse doing sustained work can only accomplish about 22,000 foot-pounds per minute. The excess was adopted by the inventor of the term—the famous engineer, Watt—and it has stayed with us ever since.

A similar excess of rating obtains throughout the world, though it varies a little in different countries. For example a French horse power is only 98 per cent. of ours, the figure used in that country being 32,552 foot-pounds per minute.

THE TIME FACTOR.

And now, of course, you want me to explain what a foot-pound really means. The "foot-pound" is the British Unit of work. It is the equivalent of one pound weight avoirdupois raised one foot high.

And now I must try and make you appreciate the difference between the word "power" and "horse-power." The idea of "power" involves the element of time. For example, 33,000 foot-pounds of work may be accomplished in a minute an hour, or a day. In each case it is still 33,000 foot-pounds.

But note now that "horse-power" involves the performance of 33,000 foot-pounds in a minute the time factor comes in.

In calculating the amount of work done, therefore, try now to realise that the time factor does not enter into our calculations. A certain quantity of work, done in a certain time, means the development of a certain amount of power.

WHERE THE POWER GOES.

Let me try to make this clearer. If you were six times as strong as a normally powerful man (a man can exert one-sixth of a horse-power), you could raise 33,000 lb. of weight a foot high in one minute. And that would be the development of one horse-power.

But if half that weight were raised one foot high in half a minute—it would still be one horse-power. It is a difficult matter to explain this question to non-technical readers, but I hope I have made the general idea understandable.

And where does the 10 or 20 horsepower of the average car go? Its two chief uses are to overcome the road resistance of the car, and the air resistance. The former is normally the more important factor.

Air resistance is very important at high speed, however. Your scholastic days should enable you to understand me when I say that air resistance increases as the square of the speed, and at high speeds, nearly as the cube of the speed.

NOT ON THREE CYLINDERS.

If a sparking plug oils up, or for any other reason goes out of action, the fault should be remedied at once. Running an engine under load with a cylinder "out" puts very severe and uneven strains on the crankshaft and bearings, and will in time lead to fracture.

WE SAY HAUL BY TRUCK

THE DRAGON MOTOR CAR Co., Ltd.

TELEPHONE YOUR ORDERS TO—

KOWLOON 226 CENTRAL 3950

HONGKONG MOTOR TRIALS.

Fuel Consumption Test.—Sunday, Sept., 30th.

All cycles and Combinations must be at the junction of Taipo and Lai Chi Kok Roads not later than 9.30 a.m., and Cars not later than 10.30 a.m.

Car owners are asked to see that plugs at bottom of tank can be easily removed.

Each car must carry at least Three Adult Passengers and a Driver.

Cars and cycles can be parked overnight on Saturday at the Railway Garage (old China Light and Power Building).

Competitors must make their own arrangments for tiffins.

NOT A BY-PRODUCT.

UNLIKE 9 out of 10 oils offered you, Gargoyle Mobiloil is produced from crude stocks chosen primarily for their **lubricating** value—**not** for gasoline yield. This distinct Specialization in lubricating oils has won for the **Vacuum Oil Company** its world-wide recognition as the outstanding authority on correct lubrication.

USE ONLY

Mobiloil

Make the chart your guide

NERACAR

"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

De Sousa & Company, Limited.

Sole Agents for South China.

2nd. Floor, St., George's Building, Telephone C. No. 1284.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later then the Wednesday preceding publication.

HONGKONG TRADE.

CANTON SILK MARKET EXCITED.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states :—

Cotton Piece Goods and Fancy Cotton Goods.—Conditions generally are unchanged as regards new business. Clearances of staples and fancy goods have been and continue good. Our local values are entirely unaffected by the bullish tendency of the raw material.

Cotton Yarn. The firmness of the Shanghai market has strengthened the activity in our market and a fairly large business has been transacted. Prices have appreciated from $5 to $8 per bale. Quotations are :—No. 10s. $175 195. No 12s. $185 205. No. 20s. $195 210. Arrivals 1,500 bales. Shipments nil. Sales 6,000 bales. Bargains 8,000 bales.

Woollens. There is a small business being done in light suitings, lastings and blankets. The market is firm and clearances are steady.

Raw Cottons. No sales to report and prices are unchanged.

Metals. Market very quiet but prices remain steady.

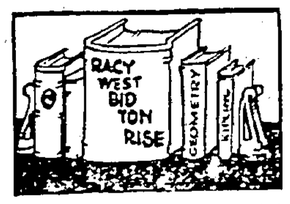
Flour market report. Stock: 150,000 sacks. Market steady Quotations:—American Patent, $3.65 per sack; American Straight, $3.00 per sack; American Cut off, $2.95 per sack; Shanghai Flour, $3.10 per sack; Australian No. 1, $3.00 per sack.

Canton Silk.—The fortnight under review has witnessed an unprecedented excitement on our market, following the news of the terrible disaster in Japan. Buyers rushed into the market paying full prices, and an advance of $100 a day took place; values eventually touching the recorded level of Mex. $2,420.00 for N. S. 14 16 usual quality. Transactions are estimated to amount to fully 9,000 10,000 bales divided in the usual proportions between America and Europe. The situation has calmed down at the close and has receded from top prices, but holders are very firm at the quotations given below. The Chinese who have sold almost the whole of their stocks, find themselves in a very strong financial position for the coming 6th and 7th. crop cocoon purchases. Weather conditions are quite normal again, the floods have subsided at the beginning of the month. Prospects for the 6th. crop are good. Quotations. New Style 14 16 ready G$9.65 9.70; New Style 20 22 ready G$9.25 9.30.

Sugar. Market firm.

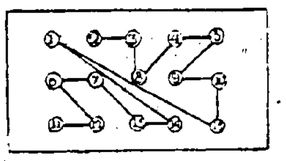
Saltpetre. Good demands forthcoming in spite of heavy unsold stock of 8,000 bags.

A PUZZLE A DAY.



The letters in the title of the large volume in the book rack have been mysteriously shaken from place, so that they form the five words "Racy, West, Bid, Ton, Rise." Can you re-arrange the letters that form those words, so that they will be in their correct order, forming the name of a very well-known book.

Yesterday's answer:



The diagram shows the course that will complete a circuit of all the circles. No circle is touched twice, and a turn is made at each circle. None of the lines cross. It will be noted, however, that circle 8 is a trifle above the other circles in its line; and circle 15 is a trifle below its companions. This allows a free passage from 1 to 15. If the rows were exactly straight, solution would be impossible.

STREET TRADERS' PROTEST.

A meeting of protest at the Memorial Hall, Farringdon-street London, denounced vigorously the Street Trading Bill, introduced in the House of Lords by Lord Onslow. The meeting was called by the Association of Street Traders, formed "to educate the public and the Government in the value of street trading to the community."

HOSPITAL CONCERT.

"THE DIOMEDES" REAPPEAR.

By permission of the Officer Commading, a concert by The Diomedes was given on Thursday evening last before an enthusiastic audience.

After a long absence from the Colony, the Staff of No. 27 Company are to be congratulated on their initiative in securing the first re-appearance of this well known party.

In the beautiful concert hall of the Hospital The Diomedes were given every facility for appearing at their very best, an opportunity of which they took every advantage. In a long programme of such varying excellence, it is difficult to individualise but on this occasion the honours fell to the comedian Corporal J. D. Syme. In all of his songs he was encored again and again.

The fine bass voice of F. A. Holland was heard to great advantage in "Deep Blue Sea," and he was obliged to respond to an encore. Midshipman Brown sang a light comedy number entitled "Cousins." Possessing a most refined style and without straining for effect he never lost a point. The singing of the quartette, Messrs. A. Marsh, E. P. Hillyard, W. Madquick and F. A. Holland, was listened to with rapt attention. The latter were also excellent in their various individual items.

W. Payne in a "Marie Lloyd" song and the cockney monologues of R. Ashman were well received, also the songs of J. E. Yeo.

The well known sketch "The Disorderly Room" created roars of laughter from start to finish. Every character was most excellently played, particularly prominent being Midshipman Brown as the adjutant, and J. D. Symes as the Sergeant Major.

It must be mentioned that a great part of the success of the concert was due to the accompanist, Mr. Mutter.

Captain R. F. Walker M.C., R. A. M. C., in the absence of the Commanding Officer—Major A. S. Littlejohns, D.S.O., R. A. M. C.—through illness thanked the artistes on behalf of the audience.

The Hospital Staff are again to be congratulated on the excellent arrangements which invariably characterises their entertainments and prove so highly popular.

The Senior Service, we understand, will shortly have friendly

The Senior Service we understand will shortly have friendly

opponents in the Garrison concert party in process of formation.

RADIO BY RELAY.

Carrying Wireless to Every Hamlet.

Recents experiments in Britain in the relaying of wireless concerts have been a success.

"Reception in all parts of the country has been good," said an official of the British Broadcasting Company.

Sheffield, for example "picked up" the London concert as "passed on" by the Manchester station, and communicated it by land line to its transmitting station, a distance of a few miles, where it was radiated.

The transmission had been amplified more than 20 times during its passage from one means of communication to another.

By the relay system it may come possible for the possessors of the simplest receiving set in any part of the country to enjoy wireless concerts every night.

A list of relay stations has already been drawn up, and the towns concerned will be able to select their programme at will from the items broadcast by the main centres.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window" said an American lady in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians, 53, Queen's Road Central.

BOMBAY OFFICE TRAGEDY.

European Trader and His Partner.

Bombay, Aug. 27.—An altercation between two European partners resulted in a shooting tragedy in the business quarter of Bombay this morning. The scene of the tragedy was Fort Street, where the deceased, Mr. J. Baker, aged 37, was trading with his partner, Mr. A. Boucos, under the name of J. Baker and Company.

Over some business matters there was an altercation between the partners, and Mr. Boucos is alleged to have fired three shots at Mr. Baker. One bullet penetrated Mr. Baker's body in the region of the heart and the other two hit him on the left arm. Mr. Baker staggered into his room, bleeding profusely and soon after swooned.

It is reported that Mr. Boucos then went straight to the police station and surrendered himself.

Mr. Baker was removed to the European General Hospital, where he succumbed to his injuries half an hour after admission.

WIFE WITNESSES TRAGEDY.

At the inquest the Coroner returned a verdict that death was due to the gunshots alleged to have been fired by Boucos.

Mrs. Adella Booth Baker, wife of deceased, giving evidence, stated that her husband was sent for early this morning by Boucos, and hot words were used in course of a conversation over some misunderstanding in their joint business.

As her husband was late in turning up for breakfast, she went to the office, where she witnessed the quarrel. Boucos wanted her husband to clear out of the office, and this he refused to do. Boucos then fired the three shots which caused her husband's death.

Mr. Loucatos, who was in the office at the time of the tragedy, corroborated Mrs. Baker's evidence.

The medical officer at the hospital to which Mr. Baker was taken gave evidence to the effect that death was due to gunshot wounds which pierced the right lung, forearm, left shoulder and leg.

Mr. Boucos, who is a Greek, also carries on business as a wholesale agent in liquors under the name of Maurice Rios at Ses Fils.

TO-DAY'S MISCELLANY.

The interest in Baxter prints is growing, and an impetus to collectors will be given by the exhibition, the first of its kind, which, organized by the "Baxter Society," has been held at the galleries of Messrs. Puttick and Simpson, Leicester-square. The exhibition represents every phase of Baxter's work. The "Chubbs," representing the famous safemaker and his wife, are perhaps the rarest prints there are only eight pairs in existence. Another rare print is "Edmund Burke," on a lettered mount. An interesting item is a three-quarter length oil-painting of George Baxter by E. N. Downard, who painted the portrait from a photograph and by viewing the body. It is the only authentic portrait of the great art-craftsman."

* * *

Mention of the hope that salmon might one day visit the Thames again, recalls the dietetic importance of the salmon in our earlier history. Among all Celtic peoples the salmon was a principal food supply, and in the seventh century food rents in Wales were sometimes paid in salmon! Monasteries were generally built within easy reach of salmon rivers, and it is said that most of the original English cathedral cities were similarly placed. At one time, indeed, England and Scotland exported salmon just as Canada exports it now, though historians are sceptical about the story that there used to be a clause in the indentures of the Scottish apprentice that he should not be bound to eat salmon more than a certain number of days in the week.

* * *

The first newspaper interview, as we understand such achievements to-day, was brought off and published so recently—speaking comparatively—as 1867, in the *Boston Daily Advertiser*. The credit for the idea must therefore be given to America, but the interviewer was an Englishman, James Redpath, who had emigrated to the United States at an early age and made his mark there in journalism and politics. The occasion is particularly interesting at the present moment, for the person interviewed was General Benjamin F. Butler, who, through Repath's enterprise, was able to put before the American people his scheme for the payment of the "five-twenty" bonds with "greenbacks"—a proposition to pay with depreciated paper money a debt which the national honour required to be paid with gold.

DAIRY FARM NEWS

—and the best you've heard for a long time.

We have just received a shipment of

Canadian Fish,

including :—

Red Spring Salmon,
Chicken Halibut
and
Silverside Salmon.

Order early and ensure a real treat

We have just received a shipment of

Contrexeville (France) Natural Mineral Water, Great Source.

It is the purest of Contrexeville Waters and is the one which answers best to the prescriptions of hygiene. It is indicated for the treatment of ARTHRITIS, GRAVEL, DIABETES and DISEASES of the LIVER. (Taken plain on an empty stomach or with meals it produces marvellous results.

Natural Waters of Evian
Les-Bains, (France)

The most agreeable luxury Table Water.

Eaux Naturelles (Evian)

Obtainable only at

THE FRENCH STORE

9, Beaconsfield Arcade. Telephone 794.

Large consignments of VICHY CELESTINS-HOPITA & GRANDE GRILLE DIGESTION NUTRITION VITTELL GRANDE SOURCE MINERAL WATER.

SPECIAL JEWELLERY DISPLAY
On the ground floor of the
KING EDWARD HOTEL

By L. S. A. Sultan, the well-known Jeweller and Gem Merchant of 33, Light House St., Point Galle, Ceylon.

Beautiful gems, choice designs in the latest fashions in artistic jewellery.

The Greatest Enemy to Depression.

IS A GOOD SMOKE

The Best Quality

CIGARS, PIPES, CIGARETTES, TOBACCOS AND ALL SMOKERS' REQUISITES

at

The Hongkong Cigar Store, Ltd.

Alexandra Building.

The Powell Ltd
Telephone 3146

NEW STOCKS
OF
"JAEGER"

SOCKS
SWEATERS
DRESSING GOWNS
TRAVELLING RUGS
SCARVES
WAISTCOATS
SLIPPERS
GLOVES
GOLF HOSE
BODY BELTS

There is a fine selection, of each, to select from in the
LATEST DESIGNS AND COLOURINGS.

Wm. POWELL Ltd.
GENTLEMEN'S TAILORS & OUTFITTERS
HONGKONG HOTEL BUILDINGS

J. T. SHAW

Ladies' & Gent's Tailor
Tel. Central 1692.

By s.s. "NELLORE"

Just unpacked new shipment of woollen Suitings for the Autumn and Winter.

Inspection Cordially invited.

No. 11 Beaconsfield Arcade
(Opposite City Hall)

CAPE WINES

CLARET
DRAKENSTEIN
JAGGERCUP

TO MAKE A LONG COOL REFRESHING DRINK IN HOT WEATHER
AND
Aquarius Water or Soda.

CALDBECK, MACGREGOR & CO., LTD.
12, Queen's Road Central. (Telephone Central No. 75)

EVERY LOAF FROM—

CAFE WISEMAN'S DAYLIGHT BAKERY

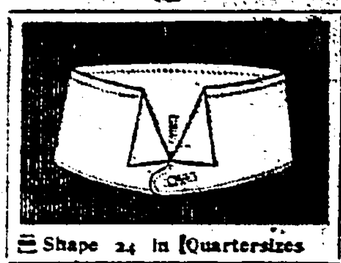
CONTAINS ONLY INGREDIENTS OF ABSOLUTE PURITY, AND IS MADE AND BAKED UNDER SCRUPULOUSLY CLEAN CONDITIONS UNDER THE DIRECTION OF AN EXPERT EUROPEAN BAKED.

LANE, CRAWFORD, LIMITED.

Summus Dress Collars

The slight droop to the under side of the wing is a distinctive feature in this Collar.

Shape No. 25 is the same as No. 24, but has round corners.



Shape 24 in Quartersizes

OBTAINAB ONLY AT

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

Alexandra Building. Des Vœux Road.

Attractive New Autumn Frocks

EVENING DRESSES
AFTERNOON DRESSES
COAT FROCKS
LONG COATS
HATS AND COSTUMES

MADELEINE PEARSON

St. George's Building.

Next Cafe Wi-eman. P.O. Box 530.. Telephone 2313.

Round each tablet of

Sunlight Soap

is a wrapper containing full instructions of the Sunlight Way of Washing. Why not drop the old hard way and try this?

It will save your Time.
It will save your Labour.
It will save your Clothes.

YEE SANG FAT CO.

JUST ARRIVED

A LARGE SHIPMENT OF LATEST STYLE

WARDROBE and CABIN TRUNKS

ALL AT

20% DISCOUNT.

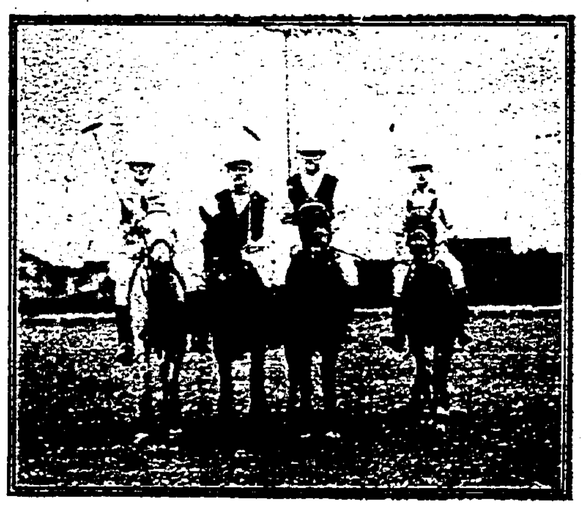
YEE SANG FAT CO.

34, Queen's Road Central.

CAMERA NEWS.

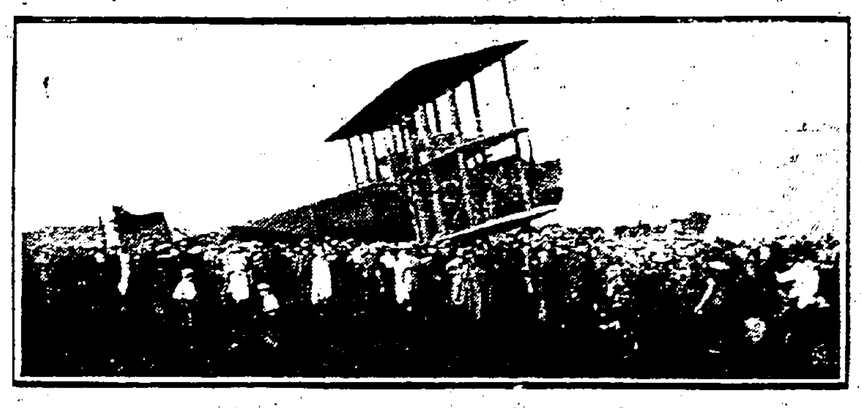
Crowds storm Berlin banks, as shown above, to cash cheques before money runs out.

Miss Joan Proctor, who has just been appointed curator of reptiles at the London Zoological Gardens.

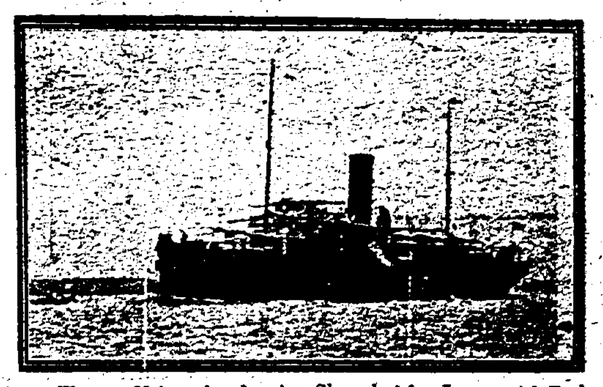


Winners of the Junior Cups presented by the Umpire of the Shanghai Polo Club. Left to right: Messrs. Gordon, Bakeland, Stang-Lung and Lyon (Capt.).

Mr. J. A. Hayes, Shangnai Pole Club's Official Umpire and old Interport player.



The Barling Bomber, which has proved successful in trial flights at Dayton.



The s.s. Hsingming leaving Shanghai for Japan with Red Cross and relief workers on board.

The scene on the Customs Jetty at Shanghai when the first refugees arrived from Japan.

China Squadron Aggregate Cup, presented by British residents in Japan, and won at this year's naval regatta by H.M.S. Despatch.

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:—

Vessels Arrived.

Vessel	Agents	From	Mooring
Kanchow	B & S	Shanghai	B 12
Samarang	Nanyo Y K	Balikpapan	B 50
Talamachus	Wo Fat Sing	Saigon	B 23
Kaiping	Sing Kee	Pakhoi	C 38

Clearances.

Vessel	Agents	Where Bound	Departure.
New Mathilde	Yin Fat	Haiphong	28th Sept.
Eurypylus	B & S	Shanghai	"
Hosang	J M & Co.	Amoy	"
Devawongse	Cheong Fat	Hoihow	"
Yan On	Yan Woo		"
Ariake M	M B K	Hongay	"
Tjilibon	J C J L	Singapore	"
Newchwang	B & B	Hongay	"
Tamba M.	N Y K	Singapore	"
Celebes M.	O S K	Moji	"
Chungshing	J M & Co.	Weihaiwei	"
Feuglen	Yuen Seng Fat	Swatow	"

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Haicong	D L Co.	Foochow	30th Sept.
Amboise	M M	Marseilles	1st Oct.
P. McKinley	A L	Victoria	1st "
Pembrokeshire	J M Co.	Hamburg	2nd "
Mauang	J M Co.	Sandakan	2nd "
Soudan	P & O	Shanghai	2nd "
Venezia	D & Co.	Kobe	2nd "
Kwaisang	J M Co.	Swatow	2nd "
Heicking	D L & Co.	Foochow	2nd "
Persia Maru	T K K	Osaka	2nd "
West Cactus	S & B	Singapore	2nd "
Peisang	J M Co.	Shanghai	3rd "
West Carmona	S & B	San Francisco	3rd "
E. of Russia	O P S Ld	Vancouver	4th "
P. Jackson	A L	Manila	4th "
Nanyo M.	T K K	Pakhoi	4th "
Taihwa M.	T K K	Amoy	4th "
Lisang	J M Co	Amoy	4th "
Calcutta Maru	N Y K	Japan	4th "
Weisling	J M Co	Swatow	5th "
Lawang	J M Co.	Heihow	5th "
Chunking	J M Co.	Hoihow	5th "
Manila	P & O	Antwerp	5th "
Tjipanas	J C J L	Saigon	5th "
Perseus	B & S	Boston	5th "

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Soudan	P & O	Singapore	30th Sept.
R. C. Rickmers	O B & Co	Antwerp	1st Oct.
Bintang	J M Co	Penang	1st "
Adriatic	B & S	Singapore	1st "
Sofala	P & O	Rangoon	4th "
Perseus	B L	New York	5th "
Chili	M M	Marseilles	14th "
Machaon	B & S	Dalny	16th "
Benvorlich	[illegible] Co.	Suez	18th "
Katori Maru	N Y K	London	23rd "
Porthos	M M	Marseilles	24th "
Glaucus	B & S	Singapore	24th "

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
P. McKinley	A L	Kowloon	Sept. 29	Oct. 24	Sept. 29
Capitaine Faure	M M	Kowloon	Oct. 1	Oct. 6	Oct. 1
Angers	M M	Kowloon	Oct. 2	Oct. 7	Oct. 7
Emmaus	B & S	Holts	Oct. 1	Oct. 15	Tues & Friday

Steamers' Movements.

Hiram arrived London on 25th instant

TO-DAY'S SHARE QUOTATIONS.

	STOCK EXCHANGE		SHAREBROKERS' ASSOCIATION	
BANKS.				
H.K. & S. Bank	b. 1090 sa. 1090	1100	sa. 1090	1100
Chartered Bank	b. £18			
P. & O. Bank	b. £12			
Bank of E. Asia	b. 104		b.	105
Mercantile Banks "A"	n. £29		n.	£29
Mercantile Banks "C"	n. £12			
MARINE INSURANCE.				
Canton	b. 640		b.	640
North China	b. $140		b.	140
Union	b. 230		b.	233
Yangtsze	n. 27		b.	27
FIRE INSURANCES.				
China Fires	b. 132		b.	133
H.K. Fires	b. 487		b.	488
SHIPPING.				
Douglases	b. 65		b.	64
H.K. Steamboats	b. sa. 42		b.	42
Indos (Prof.)	b. 38		n.	140
Indos Def. Lon. Reg.	n. 127		n.	35
Indos Def. H.K. Reg.	n. 127		n.	120
Shells	n. 72.6		n.	70 -
Ferries	b. 54		b. 53	sa. 54
H.K. Tanks.	b. sa. 1 s. 1			
REFINERIES.				
China Sugars	b. 224		sa.	227
Malabon	n. 55		b.	54
MINING.				
Kajlan	b. 64.6		b.	65 -
Langkats Combined	b. 35 sa. 35		b.	35
Raubs	n. 5		s.	5
Tronohs	b. 29 -		b.	29 -
Ural Caspians	n. 12.3			
Benguet Consldt	n. P. 3			
DOCKS WHARVES. GODOWNS &c.				
H.K. Wharves	b. 155		b. 156 sa.	155.6
K. Docks	b. 154		b. 153 sa.	154 5
Shanghai Docks	b. 92		b.	93
N. Engineerings	b. 7.20		b.	7.30
Shanghai Hangkows	b. 196			
LANDS. HOTELS & BUILDINGS.				
H.K. Hotels Old	b. 26		Old sa.	26
H.K. Hotels New	b. 25.85		New n.	25.80
H.K. Lands New Reg.	b. 87		b. 89 s. 90	sa. 89
H'phaseys Est.	b. 23		b. 23	sa. 23.40
Kowloon Lands	b. 84		n.	82
H.K. Realty	b. 2.30 s. 2.45		b. 2	s. 2.40
Princes Bldg.	b. 125		b.	125
COTTON MILLS.				
Ewo Cottons	b. 13.40 s. 13.60		b. 13.40	sa. 13
Orientals Cottons	b. 5.10		b. 5.10	sa. 5.10/20
Shanghai Cottons	b. c. r. 84		b. c. r.	85
MISCELLANEOUS.				
Cements	b. 27		b. 26	sa. 26.80/27
China Light Old	n. 14.85		Old b.	14.65
China Light New	n. 14.70		New b.	14.50
China Providents	n. 24		b. 24	sa. 24.50/60
Dairy Farms	b. 23		b. 23	sa. 23.40/45
Electrics H.K. Old	b. 31		b. 31	sa. 31.50
Electrics Macao	n. 38			
Hongkong Ropes	b. 39		b.	39
Hongkong Tramways	b. 23		b. 23.10 s. 23	sa. 23
Peak Trams Old	n. 14.80		b.	15
Peak Trams New	n. 2		b.	1
Steel Foundries				
Water-boats	b. 18		n.	17
Watsons	b. 22		b. 22.90	sa. 23
Wm. Powells	n. 25			
Land Crawfords	n. 17		b. 17	s. 18
Canton Ices	n. 9.80		s.	9
H.K. Constructions	s. 5.10		s.	4.80
Taxis	b. sa. 5		b.	4.60
Sincerus	b. 12		b.	12
Mackintosh	n. 24			
Nanyang Tob.			n.	22

Hongkong, September 29, 1923.

BANKS

P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1890.)
With which is affiliated.
THE ALLAHABAD BANK, LTD., INDIA

Authorised Capital $5,000,000
Subscribed and Paid up 22,594,160
Reserve Fund $115,000

HEAD OFFICE:
122, Leadenhall Street, London E. C.
WEST LONDON BRANCH.
14—15, Cockspur Street, London S.W.1.
EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its branches has Agencies in all the principal cities of the world.

C. CHAMPKIN,
Manager

22, Des Voeux Road Central, Hongkong.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE:
No. 10, Des Voeux Road Central, Hongkong.
ESTABLISHED 1918.

Authorized Capital $10,000,000.00
Paid-up Capital ..... $ 5,000,000.00
Reserve Fund ..... $ 500,000.00

DIRECTORS:
Mr. Fung Wai Tang, Chairman.
Hon. Mr. Chow Shou Son — Mr. Huynh Tai.
Mr. Li Koon Chun — Mr. Kan Ying Po.
Mr. Fung Ping Shan — Mr. Mok Ching Kung.
Mr. P. K. Kwok — Mr. Wong Tan Yung.
Mr. Kan Chiu Nam — Mr. Ch'an Ching Shek.
Mr. Ng Chang Luk.
Chief Manager Mr. Kan Tong Po.
Asst. Manager: Mr. Li Tse Fong

BRANCHES & AGENCIES:
LONDON — NEW YORK
PARIS — SAN FRANCISCO
SHANGHAI — YOKOHAMA
KOBE — SAIGON
NAGASAKI — PENANG
SINGAPORE — HANKOW
TIENTSIN — BATAVIA
MANILA — SOERABAYA
SAMARANG — BOMBAY
CALCUTTA — CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Saving Accounts Four per cent per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3½ per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.
Hongkong, September 24th, 1923.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

NEDERLANDS TRADING SOCIETY
Hongkong Agency.
Established 1824

Capital ..... F. 100,000,000 £6,666,666
Paid-up Capital ..... F. 80,000,000 £5,666,666
Reserve Fund ..... F. 13,750,250 £1,677,333
Special Reserves ..... F. 22,560,000 £1,888,333

Head Office—Amsterdam
Branches at
The Hague & Rotterdam
Head Agencies—Batavia, Samarang
Branches—
Bandjermasin — Makassar — Surabaya
Bandoeng — Medan — Singapore
Bombay — Padang — Soerabaja
Calcutta — Palembang — Soerakarta
Cheribon — Pekalongan — Sydney
Djambee — Penang — Tegal
Djokjakarta — Pontianak — Tjilatjap
Kisar — Rangoon — Weltevreden
Kota-Radja — Samarang

Correspondents at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco etc. etc.
London Bankers:—The National Provincial and Union Bank of England, Limited.
The Bank buys and sells and receives for collection Bills of Exchange issues letters for circulation on Branches and correspondents in the East, on the Continent, on Great Britain, America and Australia, and transacts Banking business of every description.

W. H. GROSKAMP,
Agent.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building
Chater Road, Hongkong.
BRANCHES:—
Shanghai and Hankow.
Correspondents in all commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for for all kinds to Deposits
Inquiries are Welcome.
T. H. MAI,
Manager.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:
13 Des Voeux Road Central, Hongkong
Branch:—Shanghai.
Correspondents:—London: Westminster Bank, Ltd: New York: National City Bank: San Francisco: Union Trust Co. of San Francisco: Canton Bank.

Authorised Capital ... 300 000
Paid Up Capital ... $1 500,000

Modern banking in all its branches
Current accounts savings accounts & fixed deposits solicited loans granted on approved security.
Overseas banking a speciality.
INTEREST—Current accounts 2 per cent. savings 4 per cent. Fixed Deposits, 3 months 4 per cent, 6 months 4½ per cent. one year. 5½ per cent
Safe Deposit Boxes for Rent.
Our Vaults safeguarded by time locks and double combination, armour plate steel doors.

J. Y. LUM,
Chief Manager
E. WEUSTHOFF,
Asst. Chief Manager

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorised Capital ... $50,000,000
Paid-up Capital ... $30,000,000
Reserve Funds—
Sterling ... £4,500,000
Silver ... $24,500,000
Reserve Liability of Proprietors ... $ 20,000,000

COURT OF DIRECTORS:
Hon. Mr. A. G. Lang.—Chairman
D. C. M. Bernard, Esq.—Deputy Chairman
A. H. Compton, Esq. — W. L. Pattenden, Esq.
G. H. Bodwell, Esq. — J. A. Plummer, Esq.
G. T. M. Edkins, Esq. — R. P. White, Esq.

Chief Manager:—
Hon. Mr. A. G. STEPHEN.
Asst. Manager: Hongkong—J. McArthur, Esq. Manager: Shanghai — G. H. Stitt, Esq.

LONDON BANKERS
WESTMINSTER BANK LIMITED

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currencies and Sterling on terms which may be learned on application.

Hongkong 14th June, 1923

HONGKONG SAVINGS BANK

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on Minimum monthly balances at 3½ per annum
For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Chief Manager
Hongkong, 14th. Nov., 1922.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

Incorporated by Royal Charter 1854.

PAID-UP CAPITAL £3,000,000
RESERVE FUND £3,800,000
RESERVE LIABILITY OF PROPRIETORS £3,000,000

FOREIGN EXCHANGE and General Banking business transacted
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods on terms which will be quoted on application

A. H. FERGUSON,
Manager
Hongkong 8th. May, 1923.

中法實業銀行公司

SOCIETE FRANCAISE DE GERANCE DE LE BANQUE INDUSTRIELLE DE CHINA ETABLISSEMENT FRANCO-CHINOIS.

(Incorporated in France)
3 Chater Road, Victoria, Hongkong.
HEAD OFFICE:
74 Rue St. Lazare, Paris.
Subscribed Capital Frs. 10,000,000
Paid-up Capital ... Frs. 2,500,000
Working found provided by THE BANQUE IN DUSTRIELLE DE CHINA
Frs. 50,000,000.

BANKERS
Paris: Societe Generale, Banque Nationale Credit. Banque de Paritet des Pays-Bas.
London: The London Joint City and Midland Bank, Ltd.
New York: Irving Bank Columbia Trust.

Ever description of Banking & Exchange Buisiness transacted
Correspondents throughout the World.

A. L. SEITERT.
Manager.

BANQUE DE L'INDO-CHINO.

(FRANCE BANK.)
Head Office 96 Boulevard Haussmann, Paris.

Capital ... (France 40,000,000
Reserves ... 50,000,000

BRANCHES AND AGENCIES.
Bangkok — Hongkong — Saigon
Battambang — Mongtze — Shanghai
Canton — Noumea — Singapore
Dj Ibouti — Papeete — Tientsin
Haiphong — Peking — Tourane
Hankow — Phnom-Penh — Vladivostock
Hanoi — Pondicherry — Yunnanfu

BANKERS.
IN FRANCE: Comptoir National d'Escompte de Paris: Credit Lyonnais: Banque de Paris at des Pays-Bas: Credit Industrial et Commercial: societe General.
IN LONDON: The National Provincial and Union Bank of England, Ltd: Comptoir National d'Escompte de Paris: Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT
Acting Manager.
Hongkong, October 31st, 1916

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE:
Alexandra Building,
Chater Road.
General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a savings Department.

K. C. LAU, Chief Manager.
Hongkong, 15th. Sept., 1915.

BANKS.

INTERNATIONAL BANKING CORPORATION.

Capital & Surplus: ..... U. S. $10,000,000
Undivided Profits ..... U. S. $ 3,504,881
Owned by The National City Bank of New York.
Head Office: 60, Wall Street, New York.
Branches:
LONDON: 36, Bishopsgate, E. C.
LYONS: 27, Place Tolozan.
SAN FRANCISCO: 232, Montgomery Street.
CHINA: Canton, Hankow, Harbin, Hongkong, Peking, Shanghai, Tientsin.
JAPAN: Kobe Yokohama, Tokyo.
DOMINICAN REPUBLIC: Puerto Plata, San Pedro de Macoris, Sanchez Santiago, Santo Domingo, Barahona San Francisco de Macoris.
JAVA: Batavia, Sourabaya.
INDIA: Bombay, Calcutta, Rangoon
PANAMA: Colon, Panama.
PHILIPPINE ISLANDS: Cebu, Manila
SPAIN: Barcelona Madrid
STRAITS SETTLEMENTS: Singapore.
BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK.
ARGENTINA: Buenos Aires, Rosario.
BELGIUM: Antwerp, Brussels.
BRAZIL: Rio Janeiro, Porto Alegre, Rio de Janeiro, Santos Sao Paulo.
CHILE: Santiago, Valparaiso.
CUBA: Havana and 12 other cities in Cuba
ENGLAND: London.
ITALY: Genoa.
PERU: Lima.
PORTO RICO: Ponce, San Juan.
RUSSIA: Moscow Petrograd (temporarily closed.
URUGUAY: Montevideo.
VENEZUELA: Caracas.
All descriptions of banking business transacted.
Interest allowed on current and saving accounts and fixed deposits in local or foreign currencies at rates to be ascertained on application.

GEORGE HOGG,
Manager.
Hongkong Head, May 1923.

THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital ..$60,000,000.00
Paid up Capital..... 18,278,600.00
Reserve Funds 9,629,425.24

HEAD OFFICE: PEKING
Hongkong Branch: 4 Queen's Road, Central.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank: The Equitable Trust Company of New York
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities
Drafts available for Home Remittance

TSUYEE PEI
Manager.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1880

Capital (fully paid up) ... Y 100,000,000
Reserve fund ... Y. 73,000,000

HEAD OFFICE, YOKOHAMA
Branches and Agencies:
Batavia — Kai Yuen — Rangoon
Bombay — Kobe — Sado Jawa
Buenos Ayres — London — Soerabaya
Calcutta — Lyons — Saigon
Changchun — Los Angeles — San Francisco
Dairen (Dalny) — Manila — Seattle
Fengtien Weid n — Nagasaki — Shanghai
Hamburg — Nagoya — Singapore
Hankow — Newchwang — Shimonoseki
Honolulu — Osaka — Sydney
Tokyo — New York — Tientsin
Moukden — Peking — Vilmos's
— Vladivostock — Yokohama

Interest allowed on Current Accounts
Deposits received for fixed periods to be obtained on application

S. SHIMIZU
Manager
Hongkong 15th September 1923

BANK OF CANTON LIMITED

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted
INTEREST ON FIXED DEPOSITS
For 12 Months 5% per annum
For 6 Months 4% per annum
For 3 Months 3% per annum
On Demand 2% per annum
CURRENT ACCOUNTS
2% per annum on the daily credit balances of over $100.00

LOO POON SHAN
Chief Manager

和豐銀行有限公司

THE HO HONG BANK, LTD.

(Incorporated in the Straits Settlements).

Capital:
Authorised ... $20,000,000
Issued ... 8,000,000
Paid up ... 4,000,000
Reserve liabilities of share holders ... 8,000,000
Reserve Funds ... 600,000

Head Office—Singapore.
Branches:
Batu Pahat — Hongkong
Muar — Malacca
Penang — Palembang

HONGKONG BRANCH:
will open on October 1st, 1923, at No 13 Queen's Road, Central
Transacting every description of Banking and Exchange business

Local Board:
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Mr. Sum Pak Ming
Mr. Ng Chang Luk
Manager:—Mr. Han Liang Hsang.
Telephone Nos. C. 4586 & 4587.

ASIA BANKING CORPORATION.

UNITED STATES GOVERNMENT DEPOSITORY.

Capital U.S. $4,000,000.
Head Office New York.

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

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Branches:—Shanghai, Peking, Tientsin, Hankow, Canton, Manila, Yokohama, San Francisco and Hongkong.

D. M. BIGGAR,
Manager.

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CABLE AND POSTAL REMITTANCES.
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Every Approved Banking Transaction.

P. J. VAN HECKE,
Manager.
Hongkong, June. 12th 1923.

THE MERCANTILE BANK OF INDIA, LIMITED

Head Office: 15 Gracechurch Street London E.C.

Authorised Capital ... £ ... $ ... 900,000
Subscribed Capital ... £ ... $ ... 1,800,000
Paid Up Capital ... £ ... $ ... 1,062,500
Reserve Fund ... £ ... $ ... 708,333

BANKERS
The Bank of England
The London Joint City & Midland Bank, Ltd.
AGENCIES:—

Bombay	Lahore
Calcutta	Kuala Kangsar
Colombo	Kuala Lumpore
Delhi	Madras
Galle	New York
Hongkong	Penang
Howrah	Rangoon
Kandy	Shanghai
Port Louis, Mauritius	Singapore
Rangkok	Simla
Batavia	

HONGKONG BRANCH
Every description of Banking and Exchange business transacted.
Interest allowed on current accounts at ... per cent per annum on Daily balances, and on Fixed Deposits at rates which may be ascertained on application

N. F. WILSON.
Manager
Hongkong, 15th January 1923

TROPICS AND NERVES.

Inevitable Effects Described.

A Squadron Leader in the Royal Air Force has recently been giving his opinion in regard to the effect upon a person's health of life in tropical regions. These impressions supply interesting reading, and the conclusions arrived at might well be applied to the case of foreign residents in most parts of China, who, though they may not all be within the tropics in a geographical sense, are yet subject to tropical conditions. The writer holds the opinion that the tendency to irritability, the nervous debility and other concomitants of a long period spent in these regions are not so much due to the effects of the climate and conditions of life on the liver, as that in the main they have a psychological origin. He maintains that the control of the higher brain centres over the lower is diminished and that it is to the brain rather than the liver that we ought to look for the cause of many of the ills that beset those of the white races whose lot brings them to these regions. The feeling of being under constant observation and the desire to maintain the prestige that they feel their position or their nationality carries with it are cited as important factors in helping to bring about these nervous afflictions that are still so common among those who have to live for years together in tropical parts and which diseases may be grouped under the head of neurasthenia.

One has only to look about one in China, especially at those foreigners who live away in the interior, to realize that at any rate there is some truth in the statements of this officer of the Air Force. In the larger Treaty Ports life runs more or less perhaps on the lines of the West, but in the interior things are much more different than maybe the average foreigner in Shanghai realizes, and one who has lived under these conditions and is now resident outside China altogether can perhaps better appreciate the effect of this sort of life on one's bodily and mental health than those who are still living in the interior parts of the country. In regard to the matter of being under constant observation, anyone who has lived up-country for any length of time will know that his every act almost is discussed by the natives about him and his character and temperament are gauged to a nicety. It would be an eye-opener to many if they could see themselves as their Chinese neighbours see them, but whether or no they ever learn the real native opinion about them, they always have the feeling that they are living in the public eye, and as most of them are not accustomed from childhood to this, it naturally produces a strain on the nerves whether they realize it at first or not.

RETAINING ONE'S PRESTIGE.

Then as to the desire to maintain his prestige, whether or no a person regards this matter in the ordinary sense of the term, there is the desire, and often the necessity, of "keeping one's end up," and this often involves the expenditure of a vast amount of nervous energy. Then take the responsibility placed upon the foreigners in the interior. It is not so much the amount of power which is entrusted to them, as the feeling that often they are the final court of appeal in matters relating to their missionary or business work that there are few to whom they can come for helpful counsel, and worst of all the knowledge of what things are in China to-day, when there is often no power behind them to back up their authority, that brings about the nervous breakdowns that are so common.

The man in charge of a school, mission station or business, well knows that if any unusual situation arises he has to handle it himself and see that his injunctions are carried out, with little hope of outside assistance. The man in a responsible position at Home knows well enough that there is always the law and the police force to appeal to if the necessity should arise, but in China to appeal to the law, such as it is or to seek assistance of the police, is in most cases only to make the matter worse. One never knows, too, in China, when these extraordinary situations may arise, and hence many people come to be always on the look-out for them. Naturally such individuals tend to become "jumpy" and then a nervous breakdown is only a matter of time. People living under tropical conditions have often been advised to seek some form of recreation or to take up some hobby in order to recreate mind and body. But to those in the "back blocks" this piece of counsel is somewhat difficult to follow. Whatever hobby or recreation a person takes up is found in many instances to be of a somwhat solitary nature and it is most difficult, especially for ladies, to get that change of scene and company which is so necessary for real recreation. The very feeling that one is surrounded by the swarming masses of China, however friendly they may be or however much one may like them, comes to have very often a bad effect on one's nerves. And so looking at it, the airman's verdict is not to be lightly set aside.—*North China Daily News.*

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The Best Family Investment.

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CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

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Via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
E. of Russia	Oct. 4	Oct. 22	E. of Britain	Oct. 27	Nov. 2
E. of Asia	Oct. 25	Nov. 12	Minnedosa	Nov. 21	Nov. 28
E. of Canada	Nov. 17	Dec. 5	Melita	Dec. 13	Dec. 20
E. of Russia	Nov. 29	Dec. 17	Minnedosa	Dec. 27	Jan. 3
E. of Australia	Dec. 21	Jan. 9	Marburn	Jan. 16	Jan. 23

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg.

Allotment of Cabins on Atlantic Steamers held here and through tickets issued. Early reservation necessary.

Three Transcontinental Trains Daily.
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TAIYO M.	22,000	Oct. 8	SHINYO M.	22,000	Nov. 15
KOREA M.	22,000	Oct. 17	SIBERIA M.	22,000	Nov. 28
TENYO M.	22,000	Oct. 27			

* Omit S'hai. † Calling at M'la & K'lung. ‡ Calling at Dairen.

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO & AFRICA & RETURN.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

ANYO M.	18,000	Oct. 20	RAKUYO M.	18,500	Jan. 15
SEIYO M.	14,000	Dec. 4			

JAPA-HONGKONG-JAVA SERVICE
BETWEEN
Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.

PERSIA M. for Moji, Kobe & Osaka Oct. 2 at 5 p.m.

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VIA JAVA AND SUEZ

MEIYO MARU about 15th Oct.

For Full Information regarding Passengers, Freight and Sailings apply to:

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King's Building.
Tel. Central Nos. 2374 & 2375.

Agents at Canton,
Messrs. T. E. GRIFFITH.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Direct Route.

U.S.S.B. "West Carmona"	Due Hongkong	2nd Oct.
	Leaves Hongkong	3rd Oct.
U.S.S.B. "West Mursa"	Due Hongkong	25th Oct.
	Leaves Hongkong	26th Oct.
U.S.S.B. "West Cactus"	Due Hongkong	6th Nov.
	Leaves Hongkong	7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Singapore.

U.S.S.B. "West Cactus"	Due Hongkong	1st Oct.
	Leaves Hongkong	2nd Oct.
U.S.S.B. "West Ivan"	Due Hongkong	30th Oct.
	Leaves Hongkong	31st Oct.

To Manila and P. I. Ports.

U.S.S.B. "West Sequana"	Due Hongkong	31st Oct.
	Leaves Hongkong	1st Nov.

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SAILINGS FROM HONGKONG.

For New York, Baltimore & Boston.
S.S. STANLEY DOLLAR ... 6th November.

For Boston & New York.
S.S. S. M. DOLLAR ... Early December.

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S.S. HAROLD DOLLAR ... End of October

For San Francisco and San Pedro.
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For Rates and Particulars Apply to

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MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGAZPI ... 1st Nov. C. LOPEZ Y LOPEZ ... 19th Dec.

SHANGHAI, NAGASAKI KOBE & YOKOHAMA.

LEGASPI ... 14th Oct. C. LOPEZ Y LOPEZ ... 1st Dec.

The steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply:

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(Tel. 1331) Alexandra Buildings, Hongkong.

NDL NORDDEUTSCHER LLOYD

ECONOMY COURTESY COMFORT

FREIGHT & PASSENGER SERVICE

Steamer	Tons	Sailing Date	Destination
"WESER"		15th October.	Singapore, Belawan, C'bo, Suez, Port Said, Genoa, Ant'p, R'dam and Hamburg.

All dates subject to change without notice

For Passage Rates and Freights—apply to:

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"PRESIDENT McKINLEY" ... Oct. 1st.
"PRESIDENT JACKSON" ... Oct. 13th.
"PRESIDENT JEFFERSON" ... Oct. 25th.
"PRESIDENT GRANT" ... Nov. 6th.
"PRESIDENT MADISON" ... Nov. 18th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON" ... Oct. 4th
"PRESIDENT JEFFERSON" ... Oct. 16th.
"PRESIDENT GRANT" ... Oct. 28th.

Through Bills of Lading to all United States and Canadian-Overland Points: also via Panama Canal Lines to Atlantic Ports.

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE
(Direct)

AGAPENOR	9th Oct.	London, Rotterdam & Dunkirk
PHEMIUS	16th Oct.	London, Rotterdam & Hamburg
ATREUS	30th Oct.	London, Rotterdam & Hamburg
TEIRESIAS	6th Nov.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports)

PROMETHEUS	6th Oct.	M'lles, Havre, Liverpool & Glasgow
RHEXENOR	10th Oct.	Genoa, M'lles, Liverpool & Glasgow
MEMNON	25th Oct.	Genoa, M'lles, Liverpool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama)

TYNDAREUS	27th Oct.	Victoria, Seattle & Vancouver
PROTESILAUS	20th Nov.	Victoria, Seattle & Vancouver

NEW YORK SERVICE
(via Suez or Panama)

PERSEUS	5th Oct.	via Suez & Boston
ALCINOUS	25th Sept.	via Suez & Boston

PASSENGER SERVICE

TEIRESIAS	10th Oct.	for Shanghai.
TEIRESIAS	6th Nov.	for Singapore & London
SARPEDON	11th Dec.	for Singapore, Marseilles & London
PATROCLUS	8th Jan.	for Singapore, Marseilles & London
MENTOR	12th Feb.	for Singapore & London.

For Freight and Passage Rates and all information Apply to:

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Joint Service of the
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AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. PERSEUS	via Suez Canal	5th Oct.
S.S. KARONGA	via Suez Canal	15th Oct.
S.S. ALCINOUS	via Suez Canal	25th Oct.
S.S. CITY OF ORAN	via Suez Canal	5th Nov.

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Steamship Owners Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi
S.S. "NANYO MARU" No. 1 ... on or about 4th Oct.
FOR KEELUNG v'a Swatow & Amoy
S.S. "TAIKWA MARU" ... ... on or about 4th Oct.
For further particulars, please apply to

Branch Office.
No. 37, Botham Strand, West.
Tel. Central No. 155.

S. MITARAI.
AGENT.
Top Floor, King's Building.
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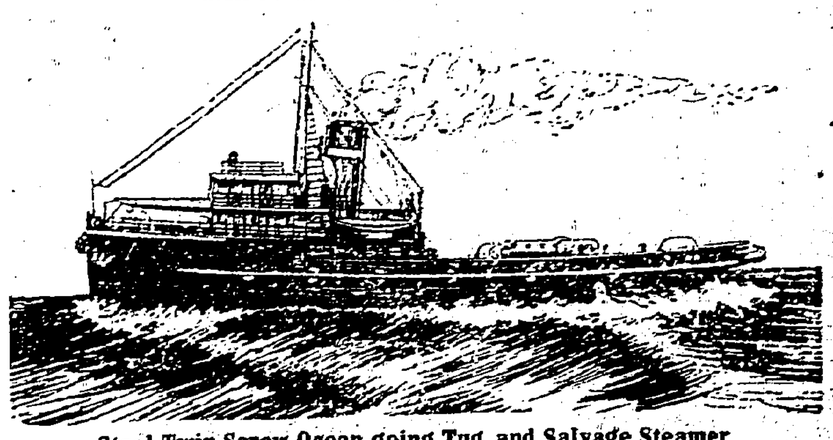

Steel Twin Screw Ocean-going Tug and Salvage Steamer

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CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer
"EUMAEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 27th. September.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st. October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th. Oct. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.
27th. September, 1923.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer
"EURYPYLUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 28th. September.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godows, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 28th September, 1923.

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& O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

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...ilts, Java and Burma, Ceylon India, Persian Gulf, West Indies, ...auritius, East & South Africa, Australiasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

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(UNDER CONVRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
...	10,902	5 Oct. m'night	B'bay, M'les, Gib. L'don, A'werp
...	6,696	17th Oct.	S'pore, P'ang. C'bo & B'bay
...MALA	9,098	19th Oct.	M'les, London & Antwerp
...DONIA	7,622	2nd Nov.	B'bay, M'les, Gib. L'don, A'werp
...LORE	6,853	6th Nov.	M'les, L'don. A'werp, R'dam
...	6,813	14th Nov.	S'pore, P'ang. C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

...	6,949	8th Oct.	S'pore, Penang & Calcutta
...A	5,205	29th Oct.	S'pore, Penang & Calcutta

...ASTERN & AUSTRALIAN SAILINGS (South)

...A	6,000	6th Oct.	Manila, S'kan, Thursday Is.
...ANS	4,500	3rd Nov.	Townsville, Brisbane.
...N	4,000	1st Dec.	Sydney & Melbourne.

...Fortnightly connection from Australia with the Canadian ...ver & S.S. Company's steamers for the United Kingdom & Continental ...ports.

...& O. Royal Mail steamers to London via Suez Canal.
...& O. Branch Service of steamers to London via the Cape.
...w Zealand Shipping Co.'s steamers for South Africa & U.K. with a Panama Canal ...ice.

SAILINGS TO SHANGHAI & JAPAN.

...	6,696	2nd Oct. noon	Shanghai
...	10,941	5th Oct.	Shanghai, Moji & Kobe
...	5,205	6th Oct.	Shanghai, Moji & Kobe
...	5,381	6th Oct.	Kobe direct
...LCANS	4,500	9th Oct.	Moji & Kobe

...dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

...rcels Measuring not more than 2½ft. x 2ft. x 1ft. will be ...ved at the Company's Office up to noon on the day previous to ...

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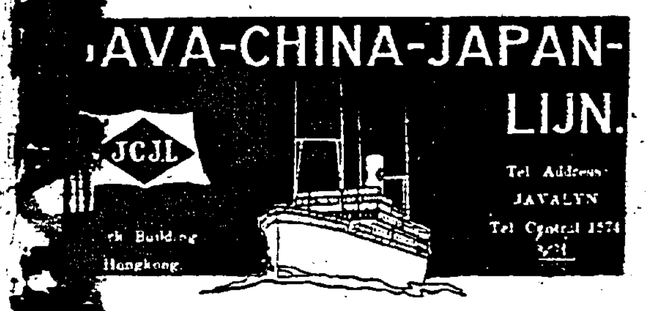

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

...ers	From	Expected on or about	Will leave on or about	For
...leboet	Japan	In port	29th Sept.	S. B'wan Deli, B'via
...gs	Java	29th Sept.	5th Oct.	Saigon.
...pandjang	Java	29th Sept.		
...	Java	2nd Oct.		
...ari	N. China	3rd Oct.	6th Oct.	Muntok, Batavia
...g	Java	5th Oct.	7th Oct.	Japan
...ong	Japan	11th Oct.	13th Oct.	M'sar & S'haia

...e steamers are all fitted throughout with electric light and ... accommodation for a limited number of saloon-passengers. ...h steamers carry a duly qualified surgeon. Cargo taken at ...h rates to all ports in Netherlands-India and Australia.

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Java-China-Japan Lijn.

...LEN AND SHIRE.

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U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves Hongkong.
...RTHENSHIRE	16th Oct.	PEMBROKESHIRE	2nd Oct.
...AMOY "	22nd Oct.	London, Rotterdam & H'burg	
...GARRY	1st Nov.	GLENLUCE	10th Oct. Genoa.
...SAPP	15th Nov.	London, A'werp, R'dam, H'burg	

...Movements are subject to change without notice.

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JARDINE MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.

...lephone Central No. 215, subex. 23 and 3696.

...A MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

...Steamers	Next Sailings from Marseilles	Pro. arr. at Hkg. and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'lles
...OISE			1st Oct.
...DILLERE			15th Oct.
...ERS "			30th Oct.
...I	7th Sept.	10th Oct.	13th Nov.
...THOS	21st Sept.	24th Oct.	27th Nov.
...KOR	5th Oct.	7th Nov.	11th Dec.

...RATES OF PASSAGE MONEY TO MARSEILLES.

...(including Table Wine and free Doctor's attendance)

...lass 1 1st Class £95.0.0 B. Class 1 1st Class £89.0.0
...mers 2 2nd Class £68.0.0 Steamers 2 2nd Class £62.0.0

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Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

...S. C. P. LECOCQ loading for Alger, Oran Havre, Antwerp, ... about 10th Oct. and may eventually call at Liverpool, ... Casablanca, Bordeaux, Rotterdam (if sufficient inducement

...through Bills Lading issued to Helsinfors, Reval & Riga.
...l particulars apply to:

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...one Central 740. 3 Queen's Building.
...IGNATION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. $405. G. $420. G. $440.

KAGA MARU	Monday,	15th Oct.	at 11 a.m.
IYO MARU	Thursday,	4th Nov.	at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKOZAKI MARU	Monday,	8th Oct.	at 4 p.m.
HAKUSAN MARU	Monday,	22nd Oct.	at 4 p.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU	Sunday,	7th Oct.	

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU	Wednesday,	31st Oct.	

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU	Wednesday,	17th Oct.	at 11 a.m.
KITANO MARU	Monday,	29th Oct.	
AKI MARU	Wednesday,	14th Nov.	

NEW YORK and or BOSTON via PANAMA.

TOBA MARU	Wednesday,	17th Oct.	

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU	End of Oct.	or beginning	Nov.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU	Wednesday,	10th	Oct.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU	Sunday,	7th	Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU	Thursday,	11th	Oct.

SHANGHAI, KOBE & YOKOHAMA.

CALCUTTA M. (Omitting Shanghai)	Thursday,	4th	Oct.
KOZAN MARU	Saturday,	6th	Oct.
KAMO MARU	Saturday,	13th	Oct.
WAKOSA MARU	Tuesday,	16th	Oct.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. F. OGURI, *Manager.*

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "SURUGA" ... ... Sailing on or about 18th Oct.
S.S. "BOLTON CASTLE" ... Sailing on or about 12th Nov.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "VENEZIA" ... ... Sailing on or about 2nd Oct.
S.S. "FUIMI-L" ... ... Sailing on or about 2nd Nov.

For BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "ROSANDRA" ... ... Sailing on or about end Sept.
S.S. "VENEZIA" ... ... Sailing on or about end Oct.
S.S. "FUIMI-L" ... ... Sailing on or about end Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing from Calcutta on or about

From Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,
Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for Manila, Sandakan and Aust. Ports.
TAIYUAN	6th Oct.	11th Oct.

This steamer is fitted with Refrigerating machiery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

(Ellerman & Bucknall S.S. Co., Ltd.)

Projected Sailings from Hongkong
Subject to alteration.

City of Lincoln 12th Oct. Marseilles, London & Hamburg.

PASSENGER SERVICE.

City of Karachi	21st Oct.	Shanghai & Kobe.
City of Karachi	27th Nov.	M'rseilles & London.
City of Paris	2nd Jan.	Ditto.
City of Canterbury	31st Feb.	Ditto.
City of York	30th Mar.	Ditto.
City of Cairo	15th Apr.	Ditto.

FARES TO LONDON.

Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £56.
Return 1st Class A £161. B £147. 2nd Class A £103. B £98.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD. CANTON.
THE BANK LINE, LTD. Tel. Central 780.

COAST SHIPPING.

INDO-CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.		Sailings.
TIENTSIN via Chefoo	Cheongshing	Sat.	29th Sept. at noon.
MANILA	Mingsang	Sat.	29th Sept. at 3 p.m.
SANDAKAN	Mausang	Tues.	2nd Oct. at noon.
BANGKOK via Swatow	Kwaisang	Tues.	2nd Oct. at noon.
TTAO, via S'tow & S'hai	Taisang	Wed.	3rd Oct. at 10 a.m.
KOBE via Amoy	Laisang	Thurs.	4th Oct. at noon.
SHANGHAI via Swatow	Waishing	Fri.	5th Oct. at noon.
HAIPHONG via Hoihow	Leesang	Fri.	5th Oct. at 8 a.m.
BANGKOK via Hoihow	Chunsang	Fri.	5th Oct. at d'light.
SHANGHAI via Swatow	Yusang	Sun.	7th Oct. at d'light.
STRAITS & Calcutta	Hosang	Mon.	15th Oct. at 3 p.m.

Calcutta Line: This Line now affords regular sailings to Calcutta, Penang and Singapore: Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line:—Sailings approximately every three day between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.

Manila Line: A weekly service is maintained with Manila by vessels with good passenger accommodation. sailings from both ports every Friday.

Haiphong Line: Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line: Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line: A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line: A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about **Monday, 15th Oct. at 3 p.m.** for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. *General Managers.*

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cusine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.		Leaving.	
Haifoong	Ellis Walker	SUN.,	30th Sept. at	10 p.m.
Haiching	J. S. Thomson	TUES.,	2nd Oct. at	1 p.m.
Haihong	W. C. Passmore	FRI.,	5th Oct. at	1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on **13th Oct.**

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE to SINGAPORE, $100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.

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BREWED BY

DAI NIPPON BREWERY Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship "PRESIDENT McKINLEY" having arrived from Seattle via ports, on Sept. 23th Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on Sept., 28th by the Company's Surveyors, Messrs. Anderson, and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after Sept., 29th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.
ADMIRAL ORIENTAL LINE,
4, Des Vœux Road.
Hongkong, 24th Sept., 1923.

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

S.S. "CAPITAINE FAURE"

Consignees of Cargo from Marseilles &c. also cargo ex s/s "LIEUTENANT DE LA TOUR" from Cognac.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being lauded and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st October, 1923, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 6th October, 1923, or they will not be recognized.

All damaged packages will be examined on Monday the 1st, October 1923 at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been Effected.

R. RODENFUSER,
Acting.
Hongkong 25th September 1923.

NOTICE TO CONSIGNEEES.

SERVICES CONTRACTUELS des MESSAGERIES MARITIMES.

S. S. "ANGERS"

Consignees of Cargo from Marseilles &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 2nd October 1923 at Noon will be subject to rent and lading charges.

All claims must be sent in to me on of before the 7th October 1923 or they they will not be be recognized.

All damaged packages will be examined on Tuesday the 2nd October 1923 at 10 a.m. by Messrs. Goddard & Douglas.

No Fire insurance has been effected.

R. RODENFUSER,
Acting.
Hongkong, 26th Sept., 1923.

THE NEW HALL OF FAME
OF CONCERT AND OPERATIC STARS

ELLY NEY

Call and inspect the latest machine models at
THE BRUNSWICK STUDIO,
17, ICE HOUSE STREET
BRUNSWICK
PHONOGRAPHS AND RECORDS

LIKE A
LANDMARK
DIGNIFIED BY YEARS OF SERVICE
THE
"CAPSTAN"
LABEL
HAS BEEN A DIRECTING SIGN
TO
DISCRIMINATING SMOKERS

This Advertisement is issued by British American Tobacco Co., (China) Ltd.

HOTELS

LEADING FAR EASTERN HOTELS.
HONGKONG:
Hongkong Hotel. Peak Hotel.
Repulse Bay Hotel.
SHANGHAI:
Astor House Hotel. Palace Hotel.
Grand Hotel, Kalee.
PEKING:
Grand Hotel des Wagon Lits.
The Hongkong Hotel Co. Ltd.
In connection with
The Shanghai Hotels Ltd.
and
The Grand Hotel des Wagons-Lits, etc.

KOWLOON HOTEL
Telephone K. 605 and 606. Cable Address: Kowloon.
THE PREMIER HOTEL IN KOWLOON.
Electric Lifts to all Floors and Roof Garden.
Telephone on all Floors.
Daily, Monthly & Family Rates.
Apply Mrs. M. BLAKE.
FIRST CLASS SALOON BAR AND BILLIARD ROOM.
Proprietor: FRANK L. COOKE.

PALACE HOTEL, KOWLOON.
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Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Loung Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application.
J. H. CARBERRY,
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CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
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DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
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The Hotel Orchestra under the Direction of Mr. F. R. Martens.
Telephones in every room.
Telegraphic Address:—"EUROPE, SINGAPORE."
Telephone No. 2749 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

PIANOS FOR SALE OR HIRE
Tsang Fook Piano Co.,
Tel. 2127. 94a, Wanchai Road.

PASSENGERS DEPARTED.

Per s.s. Tango Maru on Sept. 29.—Mr. G. Taira, Mr. G. Hiraga, Mr. R. H. Sheldon, Mrs. T. Uchida, Mrs. A. Takata, Mr. Y. Kishizoe, Mrs. J. Wilson, Mrs. F. Nakanishi, Mr. and Mrs. N. C. Brodie, Capt. F. K. Tomlinson, Mr. S. Miyazaki, Mrs. Graham, Lady Hackett Moulden, Mrs. G. B. Mercer, Miss P. M. Davies, Mr. H. N. Wade, Mr. H. G. Howell, Miss F. Howell, Miss A. Howell, Mr. F. Umemoto, Mr. F. Honna, Mr. and Mrs. K. O. Moe, Mr. C. Lillie, Mr. T. Yamaguchi, Mr. M. Tamogami, Mr. M. Nishimura, Mr. S. Akamatsu, Mr. Y. Shimoda, Mr. and Mrs. C. W. Bowley, Miss H. F. Cohen, Mrs. S. J. Joseph, Mrs. M. Yamashita, Mr. and Mrs. M. Uyeno, Mr. K. Yoshida, Mr. S. Yoshida, Mr. K. Iida, Mr. K. Yamane, Mr. K. Saitoh, Mr. K. Sakurada, Mr. C. Iwaki, Mr. G. A. Rawson, Mr. K. Hashimoto, Mr. K. Kimura, Mr. K. Nakamura, Mr. Kretovitch, Mr. Y. Yamane, Mr. Wee Sit, Mr. H. Tiritchdas, Mr. D. Morgan, Mr. R. Chester, Mr. R. W. Chester, Mr. C. F. Davies, Mrs. C. F. Davies, Mrs. Y. Matsuo, Mrs. S. Hashimoto, Mrs. M. Hamazaki, Mr. A. E. Plaxin, Mr. J. Campbell, Mr. B. Bharoomal, Mr. D. Jessamal, Mr. H. Matharam.

Per s.s. President Wilson, on Sept. 26.—Mr. M. Arango, Dr. G. C. Ballard, Mr. M. Billmire, Mr. P. Bregendahl, Mr. C. Bubond, Mr. L. Clemente, Mr. Chin Ah-kim, Mr. Chan Kwan-yeu, Mr. Chan Quang-pang, Mrs. Cheng Chin-yue, Miss Chan Siu-ling, Mrs. M. A. Corp, Mr. E. Cruz, Mr. G. H. Caulton, Mrs. V. Dobrotinic, Mr. F. Gonzales Diaz, Mrs. F. Gonzales Diaz, Miss Gonzales Diaz, Mrs. S. F. Gaunt, Miss Gaunt, Miss Madge Gaunt, Miss Marie Gaunt, Mr. H. S. Genung, Mr. H. Hartery, Mr. W. D. Hopson, Mr. J. Wayne, Mr. J. Leon, Mr. Lee Wai-hing, Mr. I. Lacson, Mrs. C. Lacson, Mr. Liao Koon-ngai, Mr. J. M. Milling, Mr. R. L. Parker, Miss M. S. Schultz, Mr. Tsze Fong, Mrs. B. Schwartzkopf, Mr. C. N. Vandervoort, Mrs. J. A. Vandervoort, Mr. A. A. Werner, Mrs. C. Werner, Mr. C. C. Williams, Mrs. M. Williams, Mr. Tien Shing-wang, J. N. Wolfson.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.	
T/T	2/3⅝
Demand	2/3.5/16
30 d/s.	
4 m/s.	2/3⅞
T/T. Shanghai	Nom
T/T. Singapore	99⅛
T/T. Japan	106
T/T. India	156
Demand India	—
T/T. San Francisco and New York	51⅞
T/T. Java	134⅛
T/T. Marks	Nom
T/T. France	8.40
Demand, Paris	—

BUYING.	
4 m/s. L/C.	2/4 3/16
4m/s. D/P.	2/4.5/16
6 m/s. L/C.	2/4⅛
30 d/s. Sydney and Melbourne	2/4⅛
30 d/s. San Francisco and New York	52⅛
4 m/s. Mark	Nom
4 m/s. Francs	9.00
6 m/s.	9.15
Demand, Germany	—
Demand, New York	51⅛
T/T. Bombay	—
Demand, Bombay	158
T/T. Calcutta	—
Demand, Calcutta	156
On Yokohama	106⅛
Demand, Manila	104⅛
Demand, Singapore	99⅛
Demand, Batavia	134⅛
On Haiphong	Nom
On Saigon	—
On Bangkok	81⅛
Sovereign	8.6
Gold leaf per Tael	43.80
Bar Silver ..... ready	31⅛
forward	31.5/16
Bank of England rate	3%
New York/London	4.55 1/16

SUBSIDIARY COINS.

Hongkong 50 cent pieces @	1/2% p.m.
10 " @	1/2% p.m.
5 " @	1/2% p.m.
Canton sub. coins	179.50% dis.

Hongkong September 29, 1923.

POST OFFICE NOTIES.

INWARD MAILS.

From	Per	Due.
Shanghai	Kaochow	29th Sept.
Manila	Pres. Mckinley	30th "
Europe via Negapatam (Papers only London 30th Aug.)	Soudan	3rd "
U.S.A., Japan & Shanghai	Pres. Taft	1st Oct.
Batavia	Perak M.	2nd "
U.S.A., Canada, Japan & Shanghai	Pres. Jackson	2nd "
London Letters via Brindisi 4th Sept.	Adrastus	2 d "
Shanghai	Soochow	2nd "
Rotterdam	Sabale	4th "
Europe via Suez (Letters & Papers London 6th Sept. & Parcels 29th Aug.)	Malwa	5th "

OUTWARD MAILS.

For	Per	Date.
Swatow, Amoy & Foochow	Haifoong	Sun. 30 inst., 9 a.m.
Swatow, Amoy & Formosa	Sumo M.	Sun. 30 inst. 9 a.m.
Straits	Loretto	Sun., 30 inst., 9 a.m.
Shanghai & Woochow	Kressow	Sun. 30 inst. 10 a.m.
		—OCTOBER—
Shanghai Japan Canada U.S.A., C. & South America & *Europe via Victoria B.C.	Pres. McKinley	Parcels 29th 5 p.m. Mon., 1 inst., Registration 8 a.m. Letters 8 a.m. (Due Victoria 20th Oct.)
Straits Ceylon, Mauritius, L. Marques, S. Africa & India via Dhanuskhodi	London M.	Mon. 1 inst. 10.30 a.m.
Saigon, *Straits Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanuskhodi, Aden, Egypt & Europe via Marseilles	Amboise	Mon., 1 inst., Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 2nd Nov.)
Manila	Pres. Taft	Mon., 1 inst., 3.30 p.m.
Amoy	Kaochow	Mon. 1 inst. 6 p.m.
Shanghai	Soudan	Tues., 2 inst., 10.30 a.m.
Swatow, Amoy & Foochow	Mansang	Tues., 2 inst. 11 a.m.
Saigon	Haiching	Tues., 2 inst., noon.
	Kisbu M.	Tues., 2 inst., 3 p.m.

ENTERTAINMENTS.

THE CORONET
TODAY
DOUGLAS FAIRBANKS
— in —
ROBIN HOOD
Prices
2.15 p.m. $1.20 & 60 cts.
5.15 & 9.15, $2.00 & $1.00

THE STAR
5.30 & 9.15
In Quest of Happiness
HAROLD LLOYD
— in —
AMONGST THOSE PRESENT

WORLD THEATRE
PHONE 1334 PHONE 1334
Wednesday, 26th, to Saturday, 29th.
FLORENCE VIDOR
— IN —
"ALICE ADAMS"
Romance of a girl who lost her popularity.
MOUNT ETNA in ERUPTION
Pathe Camer man risks Life Filming Phenomenon
Admission: 9.15 p.m. ... $1.20 & 80 cts.
5.15 p.m. ... 80 & 60 cts.
2.30 & 7.15 p.m. — Pearl White in "PLUNDER"
Booking at the Theatre.

Wm. POWELL Ltd.
(Hongkong Hotel Buildings.)
GENTLEMEN'S
TAILORS and BREECHES MAKERS
EVENING WEAR
LOUNGE and SPORTING SUITS
A SPECIALITY.

A FAMOUS CANADIAN BEER
U.B.C. (LION BRAND)
There was a young man of Taikoo
Who, when he had nothing to do,
With six other sports
Drank Lion Beer in quarts
And a jolly fine beverage too.
Sole Distributors:
COLONIAL COMMERCIAL CO., LTD.
19, Queen's Road, Central.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong. 30th September, 1923, 18th Sunday after Trinity. Holy Communion (8 a.m.); Matins (11 a.m.); Responses: Ferial; Venite: No. 19 (Lupton); Psalms: 103, No. 28 (Luther); Te Deum: Woodward, Smart, Turle; Benedictus: No. 17 (Attwood); Anthem: "Sun of my soul," (Edward Turner); Hymn: 172. Evensong (6 p.m.); Responses: Ferial; Psalm: 107 (Crotch); Magnificat: (Hopkins); Nunc Dimi... 6 (Lloyd); Hymns: ... 223.

First Church of Christ, Sci... McDonnell Road, below ... Road Tram Station. ... 11.15 a.m.; Wednesday, 8...

NAPOLEON'S DIAMOND. Search is being made ... don for a diamond, ... £1,000, which once be... Napoleon Buonaparte ... came the property of ... way, of Queen's Gate, Kensington. The ... missed when she reach... after a visit to her jewel...

Printed and Published for the Proprietor, by Fra... Franklin at 11, Ice House Street, in the City of Victoria...